

EXCHANGE:
Closing Quotations:—
T.T. London 2s. 13½d.
On Demand 2s. 1. 7-16d.

The Hongkong Telegraph

(ESTABLISHED 1881)

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August 8, 1916. Temperature 6 a.m. 83 2 p.m. 88
Humidity 85 82

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Humidity 82 85

WEATHER FORECAST
FAIR
Barometer 29.69

7425 日十初月七

TUESDAY, AUGUST 8, 1916.

二拜禮 號八月八英曆 SINGLE COPY 10 CENTS
338 PER ANNUM

TELEGRAMS.

CONDENSED.

BRITISH EXPORTS INCREASED DURING JULY BY £11,601,546.
BRITISH IMPORTS INCREASED DURING JULY BY £1,048,604.
GERMANS ATTACKING THIAUMONT WERE THROWN BACK.
A GERMAN ATTACK ON VAUX WOOD COMPLETELY FAILED.
FURTHER SUCCESSES ARE REPORTED FROM EAST AFRICA.
THE BRITISH TOOK 46 OFFICERS AND 2,100 MEN IN KATIA DISTRICT.
THE BRITISH RETAIN THE GROUND WON ON SUNDAY IN FRANCE.
A FURTHER SUCCESSFUL BRITISH RAIDING OF TRENCHES IS REPORTED.
THE FRENCH HAVE FELL THREE MORE GERMAN AEROPLANES.
THE SINKING OF SIX MORE STEAMERS IS REPORTED.
A DECLARATION PERMITTING MECCA PILGRIMAGE IS EXPECTED.
THE ULEMA HOPES GRAND SHERIF WILL PROCLAIM HIMSELF CALIPH.
THE RUSSIANS ARE WITHIN 14 MILES OF TARNOPOL-LEMBERG RAILWAY.
THE AUSTRIANS ARE REPORTED AS FALLING BACK FROM TARNOPOL.
ENEMY ACTIVITY NORTH OF CARPATHIANS IS FOR POLITICAL PURPOSES.
THE EGYPTIANS ARE MOST ELATED AT THE ROUTING OF THE TURKS.
GENERAL JOFFRE STATES THAT VICTORY IS NOW CERTAIN.
GENERAL JOFFRE SAYS THE ENEMY IS USING UP LAST RESERVES.
TWO-THIRDS OF THE GERMAN ARMY IS STILL ON THE WESTERN FRONT.

[All telegrams appearing in large type are the latest having been received during the course of the day. Those in small type have come through over-night.]

THE ALLIED OFFENSIVE.

No Change on British Front.

[Reuter's Service to The "Telegraph."]

August 7, 3.40 p.m.
General Sir Douglas Haig reports that the situation is unchanged.
We retain the ground won yesterday.
The hostile bombardment between the Ancre and the Somme against our front line and back areas continues.
We repulsed small counter-attacks to the east of Pozieres.
We successfully raided trenches to the east of Neuville St. Vaast. Last evening the enemy endeavored to raid ours to the south-east of Bois Grenier, but he was driven back with loss.

FRUITLESS ENEMY ATTACKS.

August 7, 4.50 p.m.
A Paris communique states:—There has been violent artillery firing in the region of Chaulnes.
Germans attacking the Thiaumont work were thrown back to their own trenches by our curtain of fire.
An enemy attack on Vaux wood completely failed.
Three German aeroplanes were felled on the Somme front and three others were forced to land within their own lines.
Our air squadrons bombed the railway stations at Metzblons and Thionville, as well as factories at Rombach and bivouacs at Etain.

MORE STEAMERS SUNK.

August 7, 1.20 p.m.
The following steamers have been sunk:—Tottenham and Fawcett (British), Triocaris (Greek), Siena (Italian), Jaegersborg (Danish), and Commerce (Swedish).

THE MECCA PILGRIMAGE.

August 7, 1.20 p.m.
A message from Cairo states that a declaration permitting the Pilgrimage is momentarily expected.

CAUSE OF ARAB REVOLT.

August 7, 1.20 p.m.
A message from Constantinople says the Ulema and the Sheikh-ul-Islam attribute the Arab revolt to Enver's pro-German policy and anti-Islamic tendencies. They sympathize with the Grand Sherif and hope he will proclaim himself Caliph and obtain the recognition of Islam.

GOOD NEWS FROM EAST AFRICA.

August 7, 3.40 p.m.
General Smuts reports that naval men occupied the minor port of Sadani on the 1st inst. after slight opposition.
Other naval operations are progressing at various points on the coast-line.
Major General Van Deventer is pursuing the enemy towards Mpapas from the Kilimatinde, Dodoma and Kikombo areas.
Brigadier General Northey has reached Ndibira, in the direction of Iringa.

TELEGRAMS.

THE EGYPTIAN FRONT.

Another British Success.

[Reuter's Service to The "Telegraph."]

August 7, 2.35 p.m.
General Murray reports, in reference to the fighting in the Katia district, as follows:—Our fire was most effective, and the Turkish losses in killed and wounded appear to be very heavy. The pursuit has been continued for eighteen miles.
The Turks are now well clear of the Katia-Umaiba basin. We have taken prisoners 45 officers and 3,100 men, unwounded.

Egyptians Elated.

August 7, 2.00 p.m.
A message from Cairo states that the Egyptians are most elated at the Turkish rout. Hundreds of prisoners, most dirty and most disreputable in appearance, have been brought in suffering from thirst, and more are expected, including German officers.

THE RUSSIAN SUCCESSES.

Nearing the Tarnopol-Lemberg Railway.

August 7, 7.25 p.m.
Reuter's correspondent at Petrograd states that the successes to the south of Brody bring the Russians within fourteen miles of the Tarnopol-Lemberg Railway, in consequence of which the Austrians are reported to have begun to fall back from Tarnopol in the direction of Zlotchoff.

According to prisoners, three divisions of German reinforcements have been sent to Zlotchoff and Pomorany, further south.
The enemy activity northwards of the Carpathians is regarded as being chiefly for political purposes, with a view to influencing Rumania.

GENERAL JOFFRE INTERVIEWED.

"Victory Is Now Certain"

August 7, 1.00 p.m.
According to Reuter's correspondent at Paris, General Joffre, on being interviewed, states that the enemies are showing signs of weakening and of using up their last reserves. Victory, he said, is now certain.
General Joffre mentioned that two-thirds of the German Army are still on the Western front.

BIG RISE IN BRITISH EXPORTS.

August 7, 4.50 p.m.
British trade returns show that, compared with July of last year, there were increases during the past month as follows:—Exports, £11,601,546; imports, £1,048,604.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

EARLIER TELEGRAMS.

LORD WIMBORNE RE-APPOINTED.

August 6, 10.55 p.m.
It is officially stated that Lord Wimborne has been re-appointed Lord Lieutenant of Ireland.

THE FIGHTING IN THE WEST.

German Artillery Busy.

August 7, 1.00 a.m.
A Paris communique states: The Germans are violently bombarding Thiaumont, Fleury, Chaptre and Chenois. Their infantry did not attack.

Enemy Trenches Raided.

August 7, 1.00 a.m.
General Sir Douglas Haig's communique states: East of Pozieres we progressed in the direction of Martin Puich. The enemy twice attacked the ground we gained north-west of Pozieres. One attack, helped by liquid fire, temporarily forced us back from one of the captured trenches, but later we recovered all except forty yards. The second attack was repulsed with loss. There has been considerable activity at Carenchey, Loos and St. Eloi. We raided enemy trenches, causing many casualties. Our artillery, assisted by aeroplanes, destroyed several gun emplacements.

TELEGRAMS.

STEAMER SUNK.

[Reuter's Service to The "Telegraph."]

August 7, 4.45 p.m.
The steamer Mount Coniston has been sunk.

A PESSIMISTIC PUBLICIST.

August 7, 4.45 a.m.
The German publicist Maximilian Harden, in an article on the second year of the war, says that it has been a remarkable revelation. In chastened mood he pessimistically warns his readers that Germany is fighting for her life. A period of untold suffering is ahead. Nothing can be hoped for until the favour of Heaven, or accident, smashes England, which is still unassailable.

COMPANY MEETING.

Ural Caspian Oil Corporation Limited.

The fifth ordinary general meeting of shareholders in this Corporation was held on June 21 at Winchester House, London, E.C. The Hon. Reginald Parker (chairman of the Company) presided.

The Chairman said that the auditors showed an increase of about £10,000 on that of last year, the whole of which represented a reserve made for English Government taxes, the exact assessment of which had not yet been settled. On the other side of the accounts it would be noticed that further advances had been made to the Russian Company of about £25,000, bringing the total of their indebtedness up to £150,500. This amount had been expended in the development of the field.

By these advances and the payment of dividends, funds in London had been reduced from £215,000 in the last year to £78,000. There was only one item in the profit and loss account to which he desired to call attention, but it was an important one. The dividend declared by the Russian Company of £1,380,000, if the rate of exchange were normal, would give the English Company about £103,800; taken, however, at the rate ruling at the end of the Company's financial year, it only amounted to £86,770, the loss on exchange being £23,830, but this was only a book loss, as no money had been remitted. However, that sum represented over 3½ per cent on the capital of the Company. Since then the exchange had gone against them still further, and to-day was 15.59 roubles to the pound, which made it very difficult to remit to England the profits earned in Russia. He called particular attention to that point in order to show that, although in paying the shareholders about 10 per cent for the year they were paying over 3 per cent more than last year, this did not really represent the improvement in the profits of the Russian business attained. The production for the year showed an advance of 33,500 tons over the corresponding twelve months of 1915-16, but this was the result of working a much larger number of wells, namely 33 against 19, and showed that the average per well had considerably fallen off. Such falling off was the natural result of boring a larger number of wells on a limited area, which rendered it imperative to look further afield for future supplies. Preparations had been made to that end, and a drilling programme was now in progress, which provided for deep drilling in other parts of the concession area. Arrangements had also now been made for dealing with the output from the Market Field, which, according to the latest advice, was already producing in quantity.

city. Almost all the oil produced had been disposed of, as well as the large stocks held at the commencement of the year. The stock at the end of the year amounted to only 6,649 tons, as against 37,120 tons at the beginning of the year. In this connection he thought the question of price called for some remark. As the shareholders knew, the field was a new one, and was situated hundreds of miles from other Russian oilfields. The only way of disposing of their output was by the Caspian Sea, and, owing to the fact that all lead adjacent was very little above sea level, the shallow waters extended some miles from the coast, and delivery of oil could only be effected by very shallow draught boats. Under these conditions they had been compelled to contract at a selling price about 6 copecks below Baku price. That condition, however, was not peculiar to the Ural Company, as other fields were also having to allow rebates owing to difficulties of transport. Still, he thought shareholders would allow that the prices shown in the report of the directors were not at all unfavourable. However, a new factor had arisen, because the Government had fixed a maximum price for crude oil of 45 copecks at Baku—that was practically at the well; and, much to the disadvantage of the Ural Company, had fixed the same price for Bakusha, which was this Company's shipping port. It cost something like 3 copecks to pump the oil from the Dusev field to Bakusha; consequently, quite apart from the disadvantages the Company otherwise suffered from, they really had 3 copecks extra cost upon the oil over the Baku producer. The Board were at a loss to understand why that maximum price had been fixed, as the result was, notwithstanding the enormously increased cost in labour and material, to say nothing of heavy taxation, they were prevented from reaping the benefit of their labours. As regards the financial position of the Russian Company, the Ural Company, had a large sum of money there on deposit and invested in Russian Government war securities, and the financial position of the Company was a most satisfactory one. He concluded by moving the adoption of the report and accounts.

Mr. H. W. A. Dierding seconded the motion, which was agreed to unanimously.

Wife's Letter From "Dead" Husband.

A pleasant surprise has come to a married woman of Bath, Mrs. Payne, who on June 1 received official notice that her husband, a private in the 2nd Dorset, had been killed in action on May 10. Mrs. Payne has just had a letter from her husband, written from a hospital in Mesopotamia, saying that he has been ill, but is now getting well. In the meantime Mrs. Payne had gone into mourning and had drawn certain insurance money.

A STRANGE TALE.

Our Air Service.

There is a general impression that critics of those who control the Air Service have not been very fortunate in their proceedings, and that, whether their allegations be true or not, they have been apt to allow suspicion and their private convictions to take the place of proofs. No such charge can be levelled at the extraordinary story told by Lord Montagu in the House of Lords, for Lord Curzon, speaking on behalf of the Government, admitted that he was unable to traverse any part of it. There may be some points in it which are controversial but, taken as a whole, the account of what happened is plainly correct, and we do not think we are wrong in saying it will astonish the public as much as it astonished the House of Lords. A brand new and very valuable F.E.2D aeroplane had just been completed, and was needed for service in France. At Farnborough it was placed in charge of a pilot who was unacquainted with the particular type of engine with which it was fitted, who had never flown across the sea, and who had only been gassed to the Royal Flying Corps nine days before. He was entirely ignorant of the geography of the front, which is sufficiently difficult to puzzle even the most experienced at times, and he seems to have urged his own unfitness for the task. Despite his protest he was ordered to proceed, and of course did so.

What was the result? He lost his way, descended near Lille, and within three hours or so of being turned out of the factory the new and valuable machine, of which he had been placed in charge, was headed over intact to the Germans, whose communications sarcastically indicated that it would be found very useful. It is not suggested that any blame whatever attaches to the pilot. The strictest Court-martial would not condemn a newly joined apprentice if he were suddenly placed in command of a vessel he had never seen before, and lost his way in the intricacies of the Malay Archipelago. The task set this unlucky airman was probably, if anything, rather more difficult than that, and, with all respect to Lord Curzon, it is ridiculous to say that this is "one of the risks which must be run in aerial warfare." It is not a fair risk of warfare at all; it is trusting to blind, blundering luck to ask a pilot who has never flown across the sea before, and who knows nothing whatever of the peculiarly confusing military topography of Flanders, to take a machine into our lines. Where he landed could be nothing but a matter of chance, and we cannot admit that no responsibility for his failure rests upon the authorities who sent him. If they blundered through some error in their information their defenders had better say so, and make the amende in their behalf. But if they really knew all the facts about the pilot and, in face of them, acted as they did they must be held guilty of almost incredible carelessness or folly.—Globe.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palladium Theatre—9.15 p.m.

TO-MORROW.

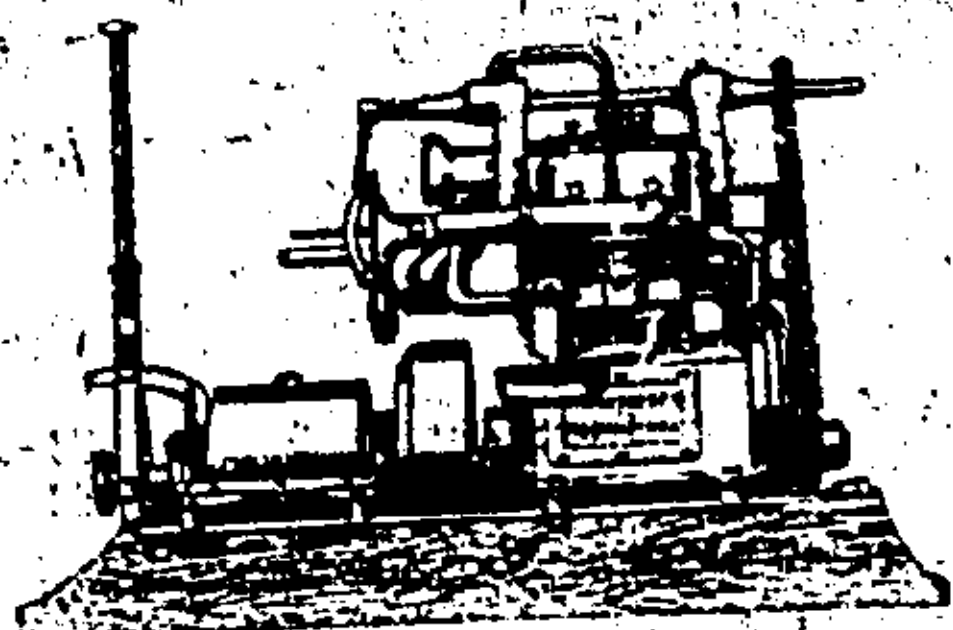
Police Reserve—Opening of Headquarters Club by H.E. the Governor; noon.
Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palladium Theatre—9.15 p.m.

THURSDAY, AUGUST 10.

Humphrey Bishop O.C.—Concert at Government House; 9.15 p.m.
Saturday, August 12.

Hongkong Hotel—Meeting of Shareholders; noon.
V. & O. August 8.

NOTICES.



THORNYCROFT AND KELVIN MARINE MOTORS.

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PURE MANILA ROPE

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Oil Drilling Cables of any size up to 3,000 feet in length.
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Hongkong, June 11th, 1913.

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ALLSOPP'S

BRITISH PILSENER
BEER.

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FIRST-CLASS RESIDENTIAL AND TOURIST HOTEL. Unrivalled for Comfort, Health and
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Moderate Terms and Excellent Cuisine, Roof Garden and Social Rooms. European Dinner menus Steamers.
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A first-class and up-to-date Hotel, most central location, within the vicinity of all the principal Banks
Noted for the best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European
Supervision.
A first-class string orchestra renders selections from 8.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for shipping people.
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UNDER PERSONAL MANAGEMENT OF
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INSTALLED THROUGHOUT WITH ELECTRIC LIGHT, FANS AND BELLS
DINING AND GRILL ROOM UNDER DIRECT SUPERVISION OF
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BELLE VIEW.

Shaukiwan Road, Telephone No. 907.
COLD DRINKS AND ICES ALWAYS ON HAND, MUSIC ON SUNDAYS 5 TILL
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NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

The above Hotel was opened on August 1st, 1910, under new proprietorship and Management. The
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It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect.
Large and airy rooms, excellent sanitary arrangements. Hot and Cold Baths, Electric Light and Fans
Private and Public Bar and Billiards. Terms Moderate. For further information apply to
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Our bread is made from the Best Quality Flour only and can be obtained and orders taken at
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Orders may be left with the above for any of our products. We put up absolutely the Best Tins
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meal, or a la Carte up to 75 cents.
We Guarantee everything put up and sold by the Alexandra Cafe to be of First Class Quality. Try
our own made Pork Sausages and Pork Pie. Pure Java Coffee Roasted and Ground Daily and put up in
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Just give us a Trial and you will be more than satisfied.

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materials. May be charged a thousand times without
lowering its efficiency; may be charged and discharged
in minimum time and to its full extent without
injury. May be kept unloaded for any length of time
and is absolutely safe from self-discharging when
left even a longer time loaded and out of use. Salt
water has no injurious effect on the accumulator.

An ideal accumulator for any kind of lighting or ignition device.

A LARGE ASSORTMENT OF ACCUMULATORS AND CELLS
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AN ELECTRIC ACCUMULATOR HAND-LANTERN (SWEDISH MAKE)
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last to be wound up under the Trading with the Enemy Act. Now if
you want a nerve strengthening food you must buy it from an
English firm.

WE SELL SANAPHOS.

AN ENTIRELY BRITISH PRODUCT—prescribed by the highest
medical authorities. An ideal summer tonic for reconstructing the
worn nerve tissue. We can recommend it.
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lowest cost of operation explain the economy
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FRENCH LESSONS.

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GENERAL NEWS.

Colonel's Request.
Colonel John Mount Batten,
O.B., of Oates Abbas, Dorset, and
Mornington Lodge, West Ken-
sington, late Lord Lieutenant of
Dorset and Poole, left unsettled
estate of the value of £14,751.
He gave an annuity of £53 and
his Egyptian Government irri-
gation certificates to his secretary,
Eleanor Mary F. Smith, "so as
to give her an interest in the land
of the Pharaohs which she loves."

England's Oldest Rector.
England's oldest rector, the
Rev. William Towler Kingsley,
for 57 years rector of South
Kilvington, near Thirsk, York-
shire, died last month. He was
born at Berwick in 1812—101
years ago, and among his friends
was John Ruskin, who had visited
the rector. Mr. Kingsley was a
man of many parts, being novel-
ist, mathematician, botanist and
astronomer. He and Tom Taylor,
at one time editor of Punch
married sisters. Mrs. Kingsley
survives her husband.

Healing Bath.
At the Haddon Park Military
Convalescent Camp, Manchester,
a hydro-therapeutic department
is now in working order. The
first patients were treated last
month. The department consists
of a douche room, a slippers
room, a whirlpool bath, and an
ocean current bath, and it is
intended especially for the treat-
ment of rheumatism, trench foot,
shock, and contracted and painful
scars. It is complementary to
the massage treatment. The
department is in charge of Dr. F.
Radcliffe, the chief assistant to
Major Tait McKensie. The de-
partment is capable of treating
200 patients a day.

A Seafaring Recluse.
A singular case under the Mil-
itary Service Act was heard at
Hall when George Richardson, a
keelman, was charged with failing
to report. It was stated that for
the last fifteen years he had slept
every night on his vessel, and
that for six years he had never
been more than five hundred
yards away from it. He could
neither read nor write, and there-
fore had been the proclamation
he could not have read it. Rich-
ardson, being in a reserved
occupation, was remanded in
order that an appeal for exemp-
tion might be lodged. The
Tribunal granted an application
that was subsequently made for
an appeal to be lodged.

Friend of King Edward.

Gifts made by King Edward
when Prince of Wales were dis-
posed of in her will by the late
Mrs. Mabel Veronica Batten, of
Vernon Court Hotel, widow of
Mr. George H. Maxwell Batten.
She left £11,200. She directed
Marguerite R. Hall to choose one
of the framed and signed photo-
graphs of the late King, and one
or two of his letters "written to
me," and to accept other gifts of
his Majesty, including a silver-
gilt flask. She gave an amethyst
pendant, containing a portrait of
the late King when he was in
India, to her grandson, a godson
of his late Majesty, to devolve as
an heirloom.

Distinguished Belgian Killed.
The circumstances attending
the tragic death of one of Bel-
gium's representatives at the
recent Economic Conference in
Paris were investigated at an
inquest at Hampton on the body
of M. Emile Pierre Maxwell,
aged 49, who lived at Golden's
Green. The Coroner said M.
Maxwell was a very distinguish-
ed gentleman, a famous ecologist,
and director of the Belgian office
established in London to decide
questions about Belgian industries
arising out of the war. Evidence
was given that M. Maxwell, in
running out of a side road to
catch a passing bus in Golden's
Green Road, ran into the front of
a motor van which knocked him
down and the front wheels of
which went over his head and
feet. The vehicle was travelling
at a moderate pace. The inquiry
was adjourned for the widow to
legally represent.

For a good solid meal at
Café or Table d'Hôte with
Wines & Liquors of the Best
ALEXANDRA CAFE.

GENERAL NEWS

For Sinking the Kaiser Wilhelm.
For the sinking of the German auxiliary cruiser Wilhelm der Grosse in the first month of the war, Captain H. T. Buller, M.V.O., and the officers and crew of H.M.S. Highflyer, were in the Prize Court awarded £2,580 prize bounty. Captain Buller said that the survivors of the crew of the German vessel, after an hour's action, escaped in their boats, the engagement having taken place close to the shore. Bounty was granted at the rate of £5 per head of the German crew, calculated at 516.

Lady Sybil Grey Wounded.
Petrograd, July 3.—Lady Sybil Grey, representing the British Committee in the Anglo-Russian Ambulance Column at the front, has been seriously, but not dangerously, wounded during hand grenade practice. A grenade happened to be thrown through an observation loophole in an armoured shelter, and a splinter of the bomb pierced her left cheek and upper jaw. She is to be brought to Petrograd. Lady Sybil, who is the elder daughter of Earl Grey, was born in 1882.

The Slingsby Estates.
The announcement is made that by the direction of Commander Slingsby, B.N., parts of the Slingsby estate in Yorkshire will be put up for auction in August. The parts to be sold include many historic houses, such as the Dropping Well, Eugene Aram's Cave, Mother Shipton's Cave, and St. Robert's Chapel, known by repute the world over. Commander Slingsby, it will be recalled, figured in the Slingsby legitimacy suit recently heard in the London courts.

Demand for Boy Labour.
The quarterly report presented to the Oldham Juvenile Employment Committee last month showed that of 530 children who left the local elementary schools during the quarter, 173 boys and 212 girls entered the cotton mills, and only 24 the iron trades. In the cotton spinning trade the demand for juvenile labour is stated to be very great, but in the engineering trades openings for youths, as apprentices or unskilled workers, are fewer. Financial considerations have caused many parents to withdraw their children from school on attaining the age of 13 years, when otherwise they would have been allowed to remain at school longer. There is, too, considerably more changing of occupations than formerly, the dependence of employers on young people apparently being fully recognised by the juveniles themselves. In many cases the utmost difficulty has been experienced in meeting the demand for boys of 15 or 16 years, and unless the wages offered have amounted to approximately £1 per week the vacancies have been spurned. A youth, aged 15, with one hand deformed, absolutely refused to start in an ironworks under 25s. per week, and others had given up their work for trivial reasons.

Released from Service.
Mr. Jesse Collings, the veteran member for Boreale, has done a gracious act by securing the release from service in the Army of Private Sidney Bennett (the 17-year-old son of Mrs. Bennett, who lives at Small Heath, near Birmingham). The sons of Mrs. Bennett provide one more instance of the fine patriotism that has inspired so many families in this war. She is the mother of nine strapping young men, and eight are now serving with the colours. Sidney, the youngest, enlisted shortly after the outbreak of the war, when he was only 15½, but being a well-grown lad for his years he was able to pass himself off as 19. For 11 months young Sidney fought in France, then he was wounded and sent home. He is now recovering at Birmingham University Military Hospital, and it will be agreed that he and his eight brothers have done well by their country.

If you have lost your appetite, and the his variety of dainty dishes at the ALEXANDRIAN is sure to tempt you.

NOTICES



NEW MODELS OF THE FAMOUS WEBER & ALLISON PIANOS.

BRITISH-MADE THROUGHOUT.
EXCLUSIVE AGENTS:-

MOUTRIE'S,



N. LAZARUS,
OPHTHALMIC OPTICIAN.

THE ONLY EUROPEAN OPTICIAN IN THE COLONY.

DOCTORS' PRESCRIPTIONS ACCURATELY FILLED.

N. LAZARUS

NOTE THE ADDRESS. OPHTHALMIC OPTICIAN
25, QUEEN'S ROAD CENTRAL.

LUXURY AND HUNGER IN MUNICH.

Home Truths by a Police President.

The Tagliche Rundschau publishes a speech which it says has been delivered at a public meeting by the police-president of Munich. It gives an astonishing picture of war conditions in the Bavarian capital.

The police-president quoted a soldier who, after a short period of leave in Munich, said that he "could not stand it any longer, and could not go watching a life of dissipation in such contrast with the sacrifices which had to be borne every day in the field." The police-president continued:-

"The judgment sounds hard, but the feelings of this brave soldier are intelligible. The troops regard their fight as a fight for higher things and for Kultur. One suffers gladly for friends of simplicity and moderation, and one dies gladly for German simplicity and German idealism. But it is hard to make sacrifices for extortioners and hunters after enjoyment, for selfish, superficial viveurs, and hoarders of food, and for vain, quarrelsome women—because they are not worth it."

"Let me call attention to the following contrast. On the one hand afternoon concerts in the cafes, where well-dressed women, girls, and children, in the company of careless viveurs, riot in luxury. On the other hand, 4,000 soldiers' wives and small shopkeepers gathered together outside the food markets from 1 a.m. onwards in order to be able to buy a scrap of meat at a price which they can afford. They wait their turn patiently and without complaining six hours or eight hours, in any weather, and wearily clad. And when, as is almost always the case, there is nothing left for 300 or 400 or 500 of them, they quietly accept their fate. These poor people practise self-discipline and restraint."

"I call attention to the luxurious living of many rich families for whom the war seems not to exist. They hold their parties just as in times of peace, and avaricious shopkeepers make their gluttony possible by secretly sending them the necessary delicacies."

"I should also like to refer to certain virtues which managed to prove themselves 'indispensable,' and then, while living in comfort, devoted themselves entirely to sport and amusements. We have succeeded in removing them to the trenches."

Selfishness and Dissipation.
The police-president said that the life in the bars and night resorts of Munich "cries to heaven," and he violently attacked the "shameless extortion" practised by dealers in food. He declared that immense stocks of food are hoarded up, and that the police have lately ordered the destruction of great quantities of vegetables which have been stored in cellars and have gone bad. He said that the life in some of the Bavarian winter resorts was such that the military authorities had forbidden officers and soldiers to visit them. On a church door in the mountains was the notice:—"Women offensively dressed—that is to say, with skirts too wide or too short—are forbidden to enter the church." Drinking went on as usual in Munich, and there were still people who insisted on consuming eight or 10 quarts of beer a day. There was abundance of literature of the lowest sort, and the boys and girls were being tempted more than ever by the picture palaces and by the sense of independence which they enjoyed now that they were earning good wages.

The police-president criticised severely the fashions in women's dress, and defended his action in instructing the police to arrest women who made themselves too conspicuous. He said that the Berlin newspapers had condemned him, but he did not intend to alter his course, and he had indeed given the police stronger instructions. He continued:-

"While I am talking about women, I will mention two curious cases. A girl sent in an application for her cat, and another smartly dressed woman expressed the utmost indignation when a shopkeeper refused to sell her 9 lb. of oatmeal for her lapdog. What must be the thoughts of our poor and of our soldiers' widows, with their anxiety about their children?"

The police-president also complained of theatres which are producing "frivolous and silly trash," and ended with an appeal to all decent people to help in checking reform.

Prepaid Advertisements ONE CENT PER WORD FOR EACH INSERTION.

TO LET.

TO LET.—Three-roomed Flats in Humphreys Buildings, Kowloon.
Four-roomed flats in May Road, with every modern convenience, including English baths and kitchen ranges, hot water and water carriage system. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
Four-roomed Houses in Gordon Terrace and Salisbury Avenue, Kowloon.
Two roomed flats in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

TO LET.—Offices at 2 Connaught Road.
Offices in King's Buildings, House in Clifton Gardens, Conduit Road.
Nos. 1 and 2, West End Terrace, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—From 1st May, 1916, Offices, 2nd Floor, St. George's Building. Apply to—
SHEWAN, TOMES & CO.

TO LET.—From 1st May, 1916, Offices, 2nd Floor, St. George's Building. Apply to—
SHEWAN, TOMES & CO.

TO LET.—No. 4, Des Voeux Road Central, First Floor.
The commodious dwelling with house with offices, servants' quarters, etc. No. 4, Shumee, Canton, from 1st June at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & CO., LTD.

"GERMANY BEATEN."

American View of the "War Map."

A recent number of the New York Tribune contained a long leading article entitled, "Why Germany Cries for Peace," from which we make the following extracts:-

The single fact in the world situation of to-day is that Germany is crying for peace.

The peace terms Germany offers will not bring about a situation greatly improving German prospects before the war. France, Great Britain and Russia are to keep all that they had before, save in the case of Poland. By way of restoring the balance, Poland is to be erected into a free State. But this means that 6,000,000 Poles will be subtracted from Austria to balance 10,000,000 taken from Russia, and the 4,000,000 Poles in Eastern Germany, who will not be liberated, will look to Russia for aid to complete the restoration of Poland, as Sardinia looked to France.

These are the reasons why it must be plain to all observers that Germany, on her own statement of conditions, has lost the war. But she has not lost the desire for her place in the sun, and she has not lost confidence in that tremendous military machine which almost brought her victory in September 1914. She stands in precisely the position that Louis XIV. stood after his first encounter with the coalition of Europe, in which his armies had overrun the Low Countries and Southern Germany but had missed supreme success because of the fact that Europe had risen against him.

Louis XIV. made peace; he made peace on terms quite as reasonable as those of Germany to-day. But a few years later he resumed his effort, and it was not until the Peace of Utrecht, almost at the end of his life, that he gave over the effort to assert the supremacy of France in Europe. If the terms of peace that Germany now offers mean anything they mean that Germany, recognizing that she has lost this war, seeks to close out a bad investment before her military power is shaken by her army has lost its reputation for something like invincibility.

TO LET.

TO LET.—Offices in Princes Building. Apply to—
SHEWAN TOMES & CO.,
Liquidators—Renter Brookelmann & Co.

TO LET.—Furnished Rooms, with or without Board. Bathroom to each Room. Electricity throughout. Apply Palace Hotel, Kowloon.

TO LET.—Chater's Bungalow, No. 66 Nathan Road, Kowloon. Apply to CHATER and MODY, 5 Queen's Road Central.

TO LET.—First Class shop in Chater Road next Moutrie's, lane at rear. Apply—Clark & Co.

TO LET.—From 1st September 1916, first floor, 38 Nathan Road, Kowloon, (Dairy Farm Co.'s premises.) Apply—The Dairy Farm Co., Ltd., Hongkong.

TO LET.—From September 1st, FURNISHED FLAT in Conduit Road. Two large rooms, pantry bathroom, servants' quarters. Magnificent harbour outlook. Suit married couple or two gentlemen. Rent very moderate. Write—Box 999, c/o Hongkong Telegraph.

WANTED.

WANTED.—Typewriting; Manuscript of every kind accurately and neatly typed at short notice by Englishman. Terms 30 cents per folio. Commercial correspondence in English for Chinese business gentlemen a speciality. Write "Despatch," Hongkong Telegraph.

UNCLAIMED TELEGRAMS.

Eastern Extension, Australasia & China Telegraph Co.
Brewster Elizabeth, Singapore.
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Figueras, Manila.
Hown Pack Lockcock Hotel, Macao.
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Leemol 18 Katon St., Ipoh.
Sinbecho, Singapore.
Sutor N.S.W. Agent, Sydney.
Yeehingcheong, Hongkong.

Superintendent.
Hongkong, 3rd August, 1916.
Great Northern Telegraph Company, Ltd.

Harajuku Empress Hotel, Teikoku.
Dolcione, Shimoneski.
Kiugyuchiu c/o Taichan Hotel, Swatow.
Huoon, Shanghai.
Hongkong, 4th August, 1916.
A. B. SORESEN.
Act. Superintendent.

Swedish Steamship Combine.
The Swedish East Asiatic Company, Aktiebolaget Swedish-American-Mexico Line, Rederi Aktiebolaget Sverige-Nord-Amerika, Rederi Aktiebolaget Transatlantic and Rederi Aktiebolaget Nordtjarnarna have formed a combination under the name of Svenska Trans-Marinalinforerance to protect their mutual interests. The object of the working arrangement is specially directed—in conjunction—to exploit export possibilities for Swedish industrial products in foreign countries.

There is no difference between the French, British, Russian and German points of view as to the present war. Germany has lost it. She confesses she has lost it by offering peace on such terms as give her nothing real to show for her tremendous sacrifices. But the purpose of the Allies is to prevent the legend of German invincibility, like the Napoleon legend, is so completely shattered that the peril for the future of a German resumption of the assault upon the world organization that exists will be abolished.

Germany is willing to pay, to sacrifice a portion of what she has seized, for the chance to keep her future intact and prepare for "The Day," which has been postponed but not forgotten.

NOTICES

THE CIGARETTE DE LUXE

Embassy
No. 77
VIRGINIA CIGARETTES

Are made by scientific processes from scrupulously selected and perfectly matured tobacco of the Highest Grade only. They are for that reason preferred and demanded by Sporting men of all kinds.

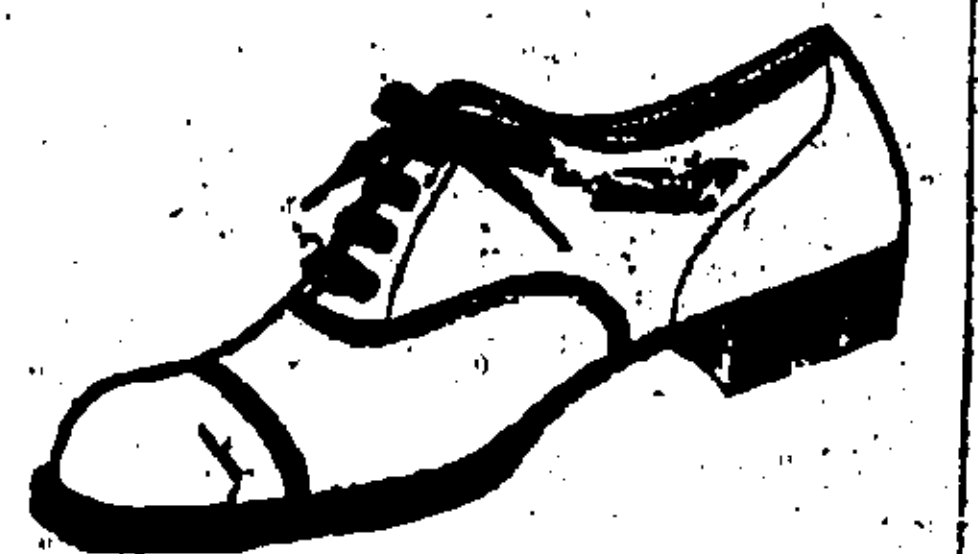
Their World Wide Popularity is based upon their unquestioned excellence.

CAN BE OBTAINED OF ALL HIGH CLASS TOBACCONISTS IN THE COLONY AND IN ALL COUNTRIES OF THE WORLD.

W. D. & H. O. WILLS, BRISTOL, & LONDON.

SHOES FOR MEN.

WHITE From
\$7.50 Per Pair
BROWN From
\$10.00 Per Pair
BLACK From
\$10.00 Per Pair



BOOTS OR SHOES
SAME PRICE.

A CALL WILL CONVINCE YOU THAT WE OFFER
THE BEST VALUE IN SHOES IN THE COLONY.
LANE, CRAWFORD & CO.

YOU WANT A MOTOR CAR ? ALL RIGHT. PHONE 1036

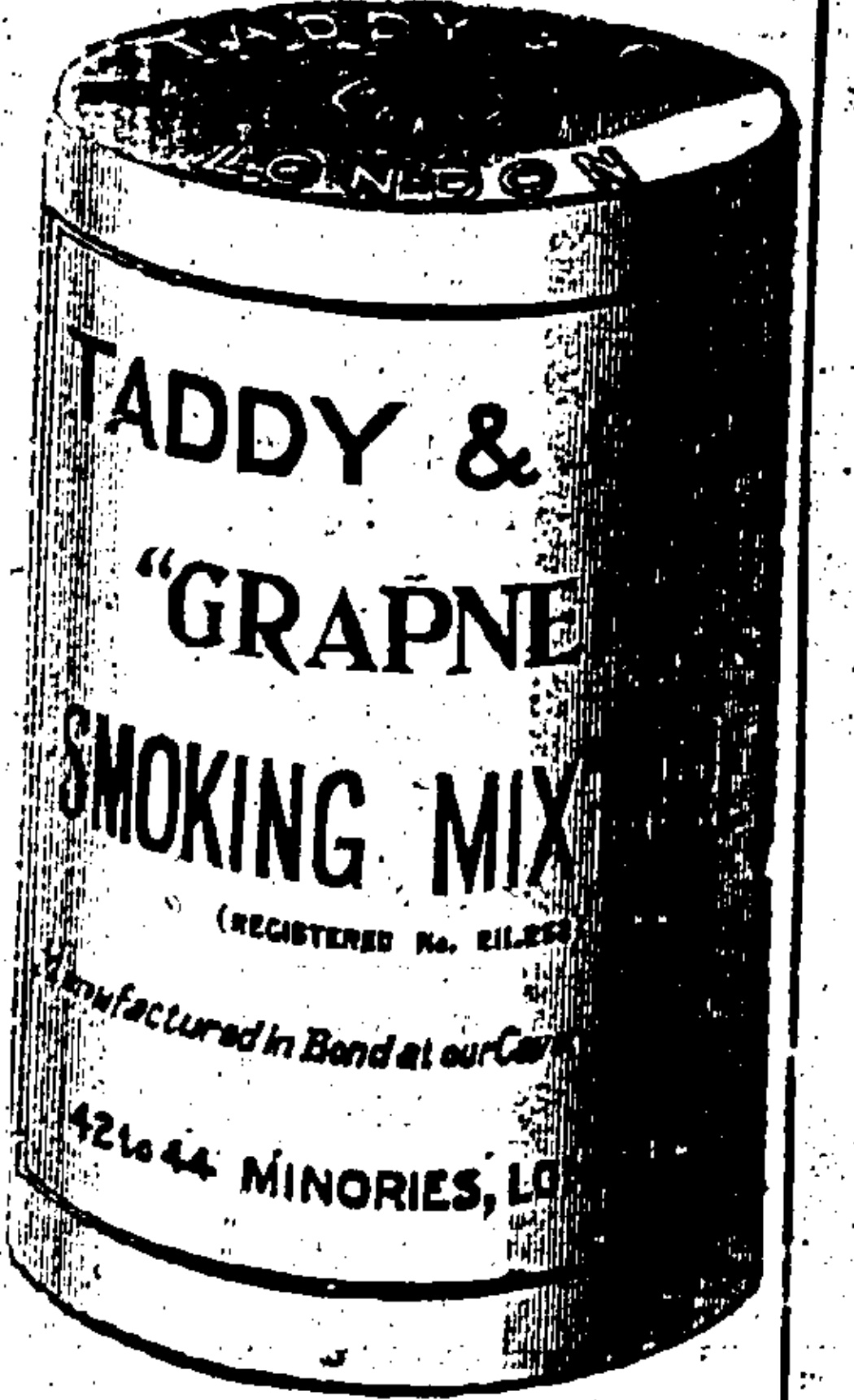
THE EXILE GARAGE.

33-35 DES VOEUX ROAD.

Where You will get Expert Service and every Satisfaction

JUST ARRIVED

TADDY & COY'S
FINEST LATAKIA
FLAKED GOLD LEAF
MYRTLE GROVE
TOBACCO.



GRAPNEL AND
PREMIER NAVY CUT
CIGARETTES.
SOLE AGENTS:-
HONGKONG CIGAR STORE,
HOTEL MANSIONS.

LESSONS IN CHINESE.

M. L. BOWMAN, a Chinese graduate, versed in literature, has been a teacher to Europeans in the Chinese examination, and is possessed of a fine knowledge of the Chinese language. Those who intend learning the Chinese language are requested to write c/o Hongkong Telegraph office or direct to No. 160, Wellington Street, second floor.

NOTICE.

WE have received information from Messrs. SUTER HARTMANN & RAHTJEN'S Composition Co., Ltd. of London that their Capital being entirely held by British Subjects, they have, with the Authority of the Board of Trade, adopted their well known Trade Mark as their Trading Title and shall henceforth carry on business as "THE RED HAND COMPOSITIONS LIMITED."

The Company will continue as heretofore to be exclusively British controlled and managed, and their Composition and Paints manufactured at the Factory, Silverdown, London, by British labour.

G. R.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.
Hongkong 9th July, 1915.

MAN LODG.

FIRST CLASS PRESERVED CIGARS AND 200 MARIJUETTES.
OFFICE: 10, The Arcade, W. Telephone No. 277. C. L. 15.
W. is the only one in the Colony who has been awarded a Gold Medal for his Cigarettes and Cigars. He is the only one in the Colony who has been awarded a Gold Medal for his Cigarettes and Cigars. He is the only one in the Colony who has been awarded a Gold Medal for his Cigarettes and Cigars.

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REGISTERED.

(PATENT "CARBOLACENE" DISINFECTING PERFORATED BLOCKS.)

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- 3.—They last MANY MONTHS, cost very little, and require no attention.

"BLOCKETTES" PRODUCE THE
ATMOSPHERE OF THE PINE FOREST!!!

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

A. S. WATSON & Co., Ltd.,

HONGKONG.

TELEPHONE 16.

The object of this paper is to publish correct information, serve to
the truth and print the news without fear or favour.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union
Office address: 11, Ice House St.

MARRIAGE.

REDMOND-DAVIS.—On July 10th, at Christ Church Cathedral, Victoria, B.C., by The Very Rev. Dean Schofield, M.A., D.D., Rector: Frederick Anselm Redmond, Lecturer in Civil Engineering at the University of Hongkong, youngest son of the late Mr. M. J. Redmond, formerly of Kotah Hall, Kotagiri, India, to Eileen Beasley, youngest daughter of Mr. and Mrs. T. Jessop Davis, Fairfield, Ennisceorthy, Ireland.

ACKNOWLEDGEMENT.

Mrs. T. H. Martin and Family desire to return heart-felt thanks for the many kind expressions of sympathy and condolences, received from their friends and acquaintances, in their recent and bereavement.

The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 8, 1916.

A CANTON SIDE ISSUE.

While it is clear that exaggerated stories have been published as to the number of casualties in the fighting round about Canton, that number, on Lung Chai-kwong's side alone, has now reached several hundreds. Many men have been killed outright and left lying where they fell or dumped into the river, while others have sustained injuries of a more or less serious nature, necessitating their removal to hospital for operation. Many, too, have subsequently died of their wounds, despite the highly-skilled attention of the hospital doctors, foreign and Chinese. It would be a new thing for those who make and prolong the wars and skirmishes of the world to desist from fighting merely because their soldiers must needs suffer injury or death—or even because many quite innocent persons who are in no way connected with hostilities happen to be slain; and we have no hope that Lung Chai-kwong and his legion of enemies will think it worth their while to take such facts into consideration.

Since there is no reason to expect that the casualty list can come to an end till the fighting and the political unrest that fathomed it have ceased, it surely becomes those on whom the wounded men have any natural or moral claim to bestir themselves for the alleviation of the sufferings of these unfortunates; and we should bear with the greatest satisfaction that the Chinese of Hongkong had taken steps to strengthen financially the hands of those persons in Canton who just now are devoting themselves to the care of the wounded—notably in the British-American hospital there. This institution, better known as the Canton Hospital, has a historical interest that should readily appeal to the Hongkong Britisher, for it dates back to the old "Factory" days, before Hongkong was one of our colonies—having been founded in 1835. Just now the efforts of its staff are being taxed entirely beyond its numerical strength, and two foreign surgeons and one nurse are working literally night and day. They are loyally backed up by Chinese doctors and nurses, and probably all would go well if the institution were not so seriously hampered by want of money—not for alterations, reconstruction and similar luxuries, but for the mere daily and hourly extra expenditure arising out of the care of wounded soldiers, and of civilians who have been unlucky enough to find themselves within the erratic line of fire.

It will probably occur to our readers that the persons whose first duty it is to help in the relief of all this suffering are the wealthier refugees from Canton. These people have been accorded an unassailable shelter within foreign territory; in many cases are even able to carry on at least a proportion of their ordinary business transactions from that shelter; and, whether their sympathies are with General Lang or with his adversaries, they will hardly be prepared to deny that it behooves them to do all in their power towards lessening the sufferings and speeding the recovery of the men of their own race who, for at least no individual fault, are daily being carried from battlefields to hospital. The Chinese are not wont to be backward in works of charity; there are times when their ready giving shines as Europeans; and we feel certain that a moment's reflection on the part of the well-to-do refugees will prompt them forthwith to give to the Canton Hospital the monetary help that is so badly needed.

Deserved Praise.

The discipline throughout the school is excellent. The girls are well-behaved and invariably attentive, and there is an atmosphere of general contentment and earnest devotion to work. There is manifest good feeling among and between the pupils and staff. Such is one of the many comments which appears in the Inspector's report on the Bellio Public School for the past year. These words reveal a highly satisfactory state of affairs, and those who know the admirable record which has been established by this particular school will agree that they are well merited. Unhappy, a falling-off in the average attendance has to be recorded, but the fault for that is to be found in a series of unfortunate circumstances beyond the control of those in whose hands the management of the school lies. During the year, for instance, no fewer than seven assistant mistresses resigned, three of whom set up rival schools in the neighbourhood, while there is also reported a regrettable tendency among the Chinese girls to leave school on reaching Class 5 in order to get married, the upper classes being, in consequence, very small. Circumstances such as these must be very disheartening to an enthusiastic and painstaking staff.

Valuable Work.

There is one aspect of the school's activities which is worthy of special mention, and that is the starting of cooking classes, which, it is stated, are becoming very popular among the Chinese girls. The pupils first receive detailed instruction as to methods and reasons, and then proceed to the practical work. No difficulty is experienced in obtaining materials, the pupils being eager to bring all that is wanted. The apparatus, we are told, has cost just over \$20, and in view of the value of such instruction, no-one will quarrel with the remark that, if the experiment continues to be successful, better equipment ought to be provided later. It is proposed now to start a laundry class, which also should be most useful to large numbers of the pupils. Another thing we are glad to observe is that much pains is taken to impress the importance of personal hygiene on the pupils, special attention being directed towards such matters as the benefits of fresh air, cleanliness of persons and apparel, and the proper filtering of water. A school which has an average attendance of over 360 Chinese girls—such as this one has—and which lays itself out to instruct them on the lines here indicated, must have a large and far-reaching influence on the rising generation of Chinese females in Hongkong. Therefore it is to be hoped that its future will be brighter than its immediate past has been, and that it will henceforward command all the support it deserves.

Germany and Peace.

Judging from the statements made by the party of Danish Socialists just returned from a tour through Germany, our Teutonic enemies are at the moment in a very humble and chastened frame of mind. We are informed that everybody in the Rhenishland is praying for peace and that Germany is willing to throw in her hand without receiving any tangible reward in the shape of new territory for the enormous sacrifices she has made. In other words, she is willing to relax her hold on Northern France, Belgium, Poland and Serbia so long as her own independence is not interfered with. That is a humiliating climb-down for a nation which has insistently boasted of its invincibility and of its confidence in victory. That Germany is already beaten there can be no manner of doubt, and that the truth is gradually being broken to her people is equally sure. She can have peace at any moment, too, but only on the Allies' terms. Those terms are unqualified and unconditional surrender, and until Germany accepts her frame of mind to a recognition of that fact the Allies are scarcely likely to be disposed to pay any heed to her subtle peace hints. A peace before the Allies' task is finally completed would be worse than no peace at all.

DAY BY DAY.

TRUTH IS LIKE THE FEAR. HE ALONE POSSESSES IT WHO HAS PLUNGED INTO THE DEPTHS OF LIFE AND TORN HIS HANDS OF THE ROCKS OF TIME.

The Weather.
At the Peak 8 a.m. Temp. 77; fine.
Lower level 8 a.m. Temp. 86; fine.

The Mails.
Siberian Mail.—Arrived per s.s. Polynesia to day.
American, Canadian and U. K. Mails.—Closed per s.s. Kamakura Maru at 3 p.m. to-day.
American, Canadian and Siberian Mails.—Close per s.s. Empress of Asia at 10.30 a.m. to-morrow.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 1.5-1.6d.

To-morrow's Anniversary.
To-morrow is the anniversary of the cession of Heligoland to Germany by Britain in 1890.

Promoted Major.
Captain G. O. Turnbull, D.S.O., 26th Punjab, was recently promoted to the rank of Major.

Concert.
A concert is to be held in the Sailors' and Soldiers' Home on Saturday next, commencing at 8 p.m. Admission will be free, and all are heartily invited.

No Light.
Before Mr. Haselard, at the Police Court this morning, a Portuguese, named Francisco Adria, was charged by an Indian Police Reserve constable for riding a bicycle at Kowloon without a light. Defendant said he had a light, but it was only a dim one. The Constable said there was no oil in the lamp at all. A fine of \$5 was imposed.

The Colony's Health.
During the past week there were seven cases of enteric fever notified in the Colony (two British and the rest Chinese), four of which terminated fatally. There were also three fatal occurrences of small pox (all Chinese), and one fatal case of plague (also Chinese). One of the enteric cases was imported. Since the beginning of the year there have been 31 cases of plague (all fatal), seven of which were imported.

Dishonest Cooks.
Mr. G. Seiling, manager of the cigar factory at Yau-mai, charged his cook, and assistant cook, at the Police Court this morning, before Mr. Haselard, with theft of provisions. Complainant said he had missed a lot of things of late and he decided to set a watch. He placed an Indian watchman on guard and the latter saw the assistant cook throw over the wall a tin of coffee, mustard etc. His Worship bound over the assistant cook in the sum of \$100, and sent the other to prison for three weeks.

Conflicting Stories.
A Police Reserve constable, who is also a warder at Victoria Gaol, prosecuted a Chinese at the Police Court this morning, before Mr. Haselard, with gambling. He stated he was passing down Moon Street when he saw defendant and others gambling. He went up to them, and they set upon him, defendant striking him on the neck and arm. Defendant said he was not gambling, and when the constable got hold of him he (the defendant) would not go because he was innocent. The other people who were standing round laughed and the policeman got mad and struck out right and left. A fine of \$3 was imposed for gambling, and \$10 for assaulting the constable.

Pugilistic Gambler Fined.
An Chinese, who was fined about a month ago for keeping a gambling house at West Point, was before Mr. Haselard, at the Police Court this morning, on a charge of assaulting the man who gave information against him. Inspector O'Sullivan stated that defendant made the assault last night and again this morning. His Worship, in inflicting a fine of \$50, or, in default two months imprisonment, and in binding him over to keep the peace for six months, spoke very strongly to him, saying that if he were brought into Court again he would be sent to prison for a long term of imprisonment, without the option of a fine.

BRITISH OFFENSIVE.

BROKEN GERMAN LINES VISITED.

HOW ENEMY TRENCHES CRUMBLING UNDER OUR FIRE.

The following dispatch is by Mr. Philip Gibbs, the Daily Chronicle's special war correspondent.

With the British Army in the field, July 4.—No sensational progress has been made by us since I wrote my last dispatch, yesterday, but our guns are in a good position to follow up our advance, and the battle is developing, I believe, according to the original plan which anticipated slow and steady fighting from one German position to another.

This is being done, and another point was gained to-day by the capture of Bernafay Wood to the north-east of Montauban, from which I have just come back after seeing the shelling of this wood, from close range.

It is behind the lines on the outskirts of the battlefields that one sees most of the activity of war, as I saw it to-day again when I went up to this captured ground of Montauban.

Up there where fighting was in progress not many men were visible. Until the advance, after the work of our guns, and the short, sharp rush from open ground under the enemy's shrapnel, our men are hidden and the only movement to be seen is that of the shells bursting and tumbling up the earth.

Term of Men.
But on the way up, now that the war is no longer stationary, there is a great turmoil of men and mules and guns and wagons, and again to-day I wished that I could put on to paper sketches rather than words to describe these scenes. For here all along the way were historic pictures of the campaign: full of life and colour.

Great camps had been assembled in the dips and hollows of the hills with pointed tents between the lines and great masses of horses and wagons and gun-limbers crowded together, with thousands of men busy as ants. Transport columns came down or went up the hilly roads driven by tired men who drooped in their seats or saddles after three days of battle, in which they have had but little sleep. One of them was asleep to-day.

To the Fighting-Line.
He had fallen backwards in his wagon still holding the reins, and while he slept his horses jogged on steadily following the leaders of the column. On the roadside and among the wild flowers of uncultivated fields batches of infantry, who had been marching all night perhaps, had flung themselves down and slept also while they had a half-hour's chance, with their arms outstretched, with their rifles and packs for their pillows.

Other men were moving up towards the fighting lines, marching with a steady tramp along the chalky roads, which plastered them with white dust from steel helmet downwards, and put a white mark upon their faces, except where the sweat came down in gullies. Artillerymen were leading up reserve horses, who put their ears back for a moment, as though to switch off flies when heavy guns blared forth close to them and shells of at least 8 in. calibre went howling overhead to the enemy's lines.

At wayside corners were field dressing stations flying the Red Cross flag, and surrounded by little parks of ambulances, where stretcher men were busy: every now and then, as a cross-road or a by-path, a wooden notice-board directed the way in red letters and the words "Walking wounded."

This was the Via Dolorosa of men who could hobble away from the battlefield up there and get back on their legs to save transport more badly needed by stricken comrades.

were being buried in a newly-made cemetery, and some of their comrades were standing by the open graves and sifting out the crosses—the little wooden crosses which grow in such a harvest across these fields of France.

Where the Dead Lie.
They were white above the brown earth, and put into neat rows, and labelled with strips of tin bearing the names of those who now have peace.

French troops were mingled among our own men. A working party of them came along shouldering picks and shovels. They were Territorials, past the fighting age, but tall, sturdy, hardened men, with a likeness to their young sons who, with less weight, but with the same hard, bronzed look, are fighting the new battles of the war.

It was the sound of French guns away to the south which was making most commotion in the air to-day. Big fighting was going on there, as though the French were making a farther advance, and the rattle of their field guns was incessant, and like the roll of many drums.

As I went over the battle-field of Montauban the enemy's shells and our own were falling over Bernafay Wood, where each side held part of the ground. A little to my left Mamets was being pounded heavily by the German gunners, and they were flinging shrapnel and "crumps" into the ragged fringes of trees, just in front of me, which marks the place where the village of Montauban once stood.

They were also barraging a line of trench just below the trees, and keeping a steady flow of five-point-nines into one end of the wood to the right of Montauban, for which our men are now fighting. Other shells came with an irregular choice of place over the battle-field, and there were moments when those clouds of black shrapnel overhead suggested an immediate dive into the nearest dugout.

I passed across our old line of trenches from which on Saturday morning our men went out observing to that great attack which carried them to the furthest point gained that day, in spite of heavy losses. The trenches now were filled with litter collected from the battle-field—stacks of rifles and kit, piles of hand-grenades, no longer needed by those who owned them.

This old system of trenches, in which French troops lived for many months of war before they handed them over to our men, was like a ruined and deserted town left hurriedly because of plague, and in great disorder. Letters were lying about, and bully beef tins, and cartridge clips. Our men had gone forward and these old trenches are abandoned.

Hidden Fortress.

It is beyond the power of words to give a picture of the German trenches over this battle-field of Montauban, where we now hold the line through the wood beyond. Before Saturday last it was a wide and far-reaching network of trenches, with many communication ways and strong traverses, and redoubts—so that one would shiver at their strength to see them marked on a map. No mass of infantry, however great would have dared to assault such a position with bombs and rifles.

It was a great underground fortress, which any body of men could have held against any others for all time apart from the destructive power of heavy artillery. But now!

Why now it was the most frightful convulsion of earth that the eyes of man could see. The bombardment by our guns had tossed all these earthworks into vast rubbish-heaps. We had made this ground one vast series of shell craters, so deep and so broad that it was like a field of extinct volcanoes.

Billows of Earth.

The ground rose and fell in enormous waves of brown earth, so that standing above one crater I saw before me these solid billows with 30 feet slopes, stretching away like a sea from after a great storm. We must have hurled hundreds if not thousands of shells from our heaviest howitzers and long-range guns into this stretch of field.

Even many of the dug-outs, going 40 feet deep below the earth and strongly timbered, and cemented, had been choked with masses of earth, so that many dead bodies must lie buried there.

But some had been left in spite of the upheaval of earth around them, and into some of these I crept down, impelled by the strong, grim spell of those little dark rooms below where German soldiers lived only a few days ago.

Death's Stairway.
They seemed haunted by the spirits of the men who had made their homes here and had carried into these holes the pride of their souls, and any poetry they had in their hearts, and their hopes and fears, and memories of love and life in the good world of peace. I could not resist going down to such places, though to do so gave me gooseflesh.

I had to go warily for on the stairways were unexploded bombs of the "hair-brush" style. A stumble or a kick might send one to eternity by high explosive force, and it was difficult not to stumble, for the steps were broken or falling into a landslide.

Down inside the little square rooms were filled with the relics of German officers and men. The deal tables were strewn with papers, on the wooden bedsteads lay blue-grey overcoats. Wine bottles, photograph albums, fairy haversacks, boots, belts, kit of every kind had all been tumbled together by British soldiers who had come here after the first rush to the enemy's trenches and searched for men in hiding.

There were men in hiding now, though harmless. In one of the dug-outs where I groped my way down it was pitch dark. I stumbled against something, and fumbled for my matches. When I struck a light I saw in a corner of the room a German.

To "Dear Wilhelm."
He lay curled up, with his head on his arm, as though asleep. I did not stay to look at his face, but went up quickly. And yet I went down others and lingered in one where no corpse lay because of the tragic spirit that dwelt there and put its spell on me.

They were all written to "dear brother Wilhelm," from sisters and brothers, sending him their loving greetings, praying that his health was good, promising to send him gifts of food, and yearning for his homecoming. "Since your last letter and card," said one of them, "we have heard nothing more from you."

"Every time the postman comes we hope for a little note from you. Dear Wilhelm, in order to be patient with your fate you must thank God because you have found fortune in misfortune."

Poor, pitiful letters! I was ashamed to read them because it seemed like prying into another man's secrets, though he was dead. There was a little book I picked up. It is a book of soldiers' songs, full of old German sentiment, about "the little mother" and the old house at home and the pretty girl who kissed her soldier boy before he went off to the war. And here is the sad old "Morgenlied," which has been sung along many roads of France.

"Morgenlied."
"Red morning sun! Red morning sun! Do you light me to an early death? Soon will the tramp's sound, and I must leave this life, and many a comrade with me. I sorely thought my joy would end like this. Yesterday I rode a proud steed; to-day I am shot through the chest; to-morrow I shall be in the cold grave, O red morning sun!"

On the front page of this book, which I found to-day at Montauban, there is an Army Order from Prince von Rupprecht of Bavaria to the soldiers of the Sixth Army.

"We have the fortune, on our front, the troops of those people whose army for years has made them work to surround us with a ring of enemies in order to crush us. It is to them that we owe their bloody and most horrible war."

Here is the concluding line who stands at the way of the restoration of peace. "Forwards!"

It seemed to me that the message by Prince Rupprecht of Bavaria spoke the sentiment in the German following, which were full of love rather than of hate.

(Continued on page 5.)

DAIRY FARM NEWS.

NOTHING CAN EXCEL
OUR
**DAISY BRAND
BUTTER.**

IT IS ABSOLUTELY THE BEST
NEW ZEALAND TABLE BUTTER.

SOLE AGENTS:—

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**NORTH BRITISH
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in which are vested the shares of
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The Undersigned AGENTS for
the above Company are prepared to
ACCEPT RISKS against
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SHEWAN, TOMES & CO.
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**Yorkshire
Insurance Co., Ltd.**
ESTABLISHED 1884.

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ACCEPT RISKS against FIRE
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AGENTS.

SAKURA BEER



SOLE AGENTS:—
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

BRITISH OFFENSIVE.

(Continued from page 4.)

"Be careful about those dug-out," said an officer. "Some of them have charged mines inside, and there may be Germans still hiding in them."

Two Germans were found hiding there to-day. Some of our men found themselves being sniped, and after a search found that the shots were coming from a certain section of trench in which there were communicating dug-outs.

After cunning trappers' work they isolated one dug-out in which the snipers were concealed.

"Come out of that," shouted our men. "Surrender like good boys." But the only answer they had was a shot.

The dug-out was bombed, but the men went through an underground passage into another one. Then a charge of ammonal was put down and the dug-out blown to bits.

This afternoon, while I was still on the battlefield of Montauban, a great thunderstorm broke. It was sudden and violent, and rain fell in sheets. The sky became black with a greenish streak in it when the lightning forked over the high wooded ridges towards La Boisselle and above Fricourt Wood.

"Heaven's artillery!" said an officer, and his words were not flippant. There was something awe inspiring in the darkness that closed in upon these battlefields and the great rolls of thunder that mingled with the noise of the guns.

Artillery observation was impossible, but the guns still fired, and their flashes were as vivid as the lightning.

In a little while the low-lying ground was flooded, so that the guns in the valleys were in water, and the horse transport splashed through ponds, scattering fountains above their axles, and rivers ran down the broken trenches of the old German line.

I stood in the storm, watching the scene of war, and the gloom and terror of it closed about me.

LATE MR. A. E. DUNRICH.

Funeral at Happy Valley.

The funeral of the late Mr. A. E. Dunrich, whose sudden death we recorded yesterday, took place at Happy Valley last evening in the presence of a large assembly and with every manifestation of regret. The popularity which the deceased had enjoyed was testified to by the representative attendance and the wealth of floral tributes sent.

The cortege was due to pass the Monument at six o'clock and by this time a crowd of friends and acquaintances had assembled and later joined in the procession as the body was slowly conveyed to the cemetery. Here it was met by the Rev. T. W. Featherstone, who conducted the service. Among those present were noticed Mr. J. Barr (Acting Manager of the Gas Company), and Messrs. Curry, McCubbin, Hunter, Muir, and J. Borthwick all of the Gas Company as well as members of the Company's Chinese staff, Major Humphreys, Messrs. Crowther Smith, J. Linnox, W. Budge, A. B. Crow, H. J. Rutledge, F. Reichmann, Insp. Sim and Insp. Gordon, and many representatives from the various Clubs to which the deceased belonged.

Among the many beautiful wreaths was one from each of the European staff of the Gas Company, the Hongkong Cricket Club, the Kowloon Cricket Club, the K.C.C.'s Men's Bathing Party, and the V.L.C. Among the personal tributes were those from Mr. and Mrs. J. H. Mead, Mr. and Mrs. Thornhill, Mr. and Mrs. Charlton, Mr. G. W. O. Barnett, and Mr. J. H. Taggart and many others.

Absent Compliment.

A well-dressed Chinese man and a woman were charged before Mr. Haselard, at the Police Court this morning, with assault. Compliment did not appear and the case was dismissed.

A SOLUTION

TO AT LEAST ONE OF YOUR SERVANT PROBLEMS:
THE O-CEDAR MOP

WILL MAKE IT EASY FOR YOUR CHINESE BOY TO KEEP YOUR FLOORS AND FURNITURE CLEAN.

THE MOP IS A WONDERFUL LABOUR-SAVING DEVICE.

It is a Mop Broom and Duster all in one, unlike the ordinary appliances which fulfil these duties and only remove dust from one place to spread it over another, The O-CEDAR Absorbs all Dust and Dirt and Holds them until thoroughly Shaken over a Dustbin. It is then ready for the next operation.

DEMONSTRATIONS.

MR. CHARLES DUPUY, AN EXPERT DEMONSTRATOR FROM THE FACTORY, WILL GIVE DAILY DEMONSTRATIONS IN THE MORNING FROM 10.30 TO 1. IN THE AFTERNOON FROM 4 TO 5.30.

O-CEDAR MOPS ARE IN USE DAILY

In Banks, Railway Offices, Clubs, Public Offices, Merchants' Offices, Shops, Stores, Hotels and Private Residences.

OVER 1,000,000 IN USE IN
GREAT BRITAIN ALONE.

MAKE A POINT OF SEEING THE DEMONSTRATOR.

O-CEDAR MOPS Complete With 54-Inch Handle **\$4.00.**

O-CEDAR POLISH 4 oz. Size 65 cts. 12 " " \$1.30.

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20, Des Vœux Road, HONGKONG.

VICTORIA THEATRE.

A New Attraction.

Last night there was a special performance at the Victoria Theatre, when the Band of the 18th Infantry played a most excellent selection of pieces. With one exception all the films shown were comic, and included the performances of Max Linder, Wiffla, Foolhead and Charlie Chaplin.

To-night there is a new programme, the chief feature of which will be the opening performance of the two newly-engaged artists, "Kitty and Mabelle." These young ladies hail from Australia and are on their way to (1916) engagements in Shanghai and on the other side of the Pacific. Their turn includes lightning change, dog-dancing, "Bagtime Revels" and the great mirror dance. Both have had a very successful season in Manila and, to judge from the various press reports, the Victoria management has been exceedingly fortunate in being able to secure their services.

HONGKONG TRAMWAY COMPANY, LIMITED.

The following is the approximate statement of Traffic Receipts for the week ending August 5, 1916:—

Receipts Aggregate for week—	\$10,717	\$430,852
for 21 weeks—	11,308	338,255
This Year:—	8,319	103,600

HONGKONG STOCK EXCHANGE.

It is hereby notified that the Hongkong Stock Exchange will be CLOSED on WEDNESDAYS at 2 p.m. until further notice. By order of the Committee. EDWARD H. RAYMOND, Secretary. Hongkong, August 8, 1916.

HONGKONG ICE CO., LTD.

NOTICE.

In accordance with the Provisions of No. 111 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1916, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, 22nd instant. The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 21st instant both days inclusive.

JARDINE, MATHESON & CO., LTD. General Managers.

GLEN LINE (MCGREGOR, GOW & CO.) Ltd.

For Genoa, London & Hull.

THE Steamship

"GLENLOCAN" Captain G. Rogers, will be despatched for the above ports on or about 18th September, 1916.

For freight, passage and further information, apply to SHEWAN TOMES & CO. Agents.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"MIYAZAKI MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 14th August, 1916, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns. NIPPON YUSEN KAISHA. Agents.

Hongkong, 7th August, 1916.

NOTICE.

UNITED SERVICES RECREATION CLUB.

Weather permitting there will be an AMERICAN TENNIS TOURNAMENT for Mixed Doubles on SATURDAY, 26th August, commencing at 5 p.m. Entrance fee \$1.

Entries close on WEDNESDAY, 23rd August. MAJOR ROBERTSON, Hon. Secretary. Hongkong, August 4th, 1916.

Summit

COLLARS

SHAPE 40

AS ILLUSTRATED.



Made with lock top, which holds the front of the collar securely in position: ample room between the inner and outer folds, allowing the tie to slip easily on the hand.

To satisfy the wide demand for this collar we stock it in 1 1/4, 1 1/2, 1 3/4, 2, 2 1/4 and 2 1/2 inches deep and in quarter sizes.

MACKINTOSH & CO., LTD.

Men's Wear Specialists,
16, DES VŒUX ROAD

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THE "MECCANO" ENGINEERING OUTFIT.

The original and best constructional system. Contains more interchangeable parts than any other. The best features of Meccano are patented, and cannot be imitated.

THE JOY HOBBY.

Meccano Models are a long way the best, and they can only be made with Meccano. INSIST ON THE TRADE NAME "MECCANO."

WM. POWELL, LTD.
TOY DEPARTMENT.

JUST RECEIVED.

A NEW SHIPMENT OF
COLUMBIA RECORDS

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Per s.s. "Bendoran"

INCLUDING THE LATEST.

"REVUE" RECORDS.



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**D. & J. Mc. CALLUM'S
PERFECTION
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AVOID

IMITATIONS.



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P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
L'DON, B'bay via S'pore, Penang, C'bo, Port Said and Marseilles.	NOVARA Capt. H. R. Hetherington, R.N.R.	noon 11th Aug.	Connecting at Colombo with Mail Steamer KAISER-1, HIND.
SHANGHAI, Moji, Kobe and Yokohama.	MALTA Capt. C. C. Talbot, R.N.R.	about 15th Aug.	Direct Service.
LONDON via Singapore, Penang, C'bo, Port Said & Marseilles.	SOMALI Capt. L. D. Pinckney	about 15th Aug.	Direct Service.
SHANGHAI, Moji, Kobe and Yokohama.	NAMUR Capt. A. Collyer	about 27th Aug.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

E. V. D. Parr,
Acting Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 5th Aug., 1916.

CANADIAN PACIFIC

OCEAN SERVICES LIMITED



QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days.
Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.

EMPRESS OF RUSSIA and EMPRESS OF ASIA

16,500 tons gross register, quadruple screws, speed 21 knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

EMPRESS OF ASIA	9 Aug.	EMPRESS OF ASIA	4 Oct.
Monteagle	30 Aug.	EMPRESS OF RUSSIA	1 Nov.
EMPRESS OF RUSSIA	6 Sept.	Monteagle	7 Nov.
Empress of Japan	20 Sept.	Empress of Japan	15 Nov.

Callings at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
Monteagle calls Moji instead Nagasaki.

For further information, sailings, etc., please apply to

P. D. SUTHERLAND,
General Agent, Passenger Department,
Hong Kong.

J. H. WALLACE,
General Agent,
Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Shirala," tons 5,306, Capt. Terry, will be despatched for Shanghai, Kobe & Moji on the 24th Aug.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Aug. 8, 1916.
Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	City of Norwich	5th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
General Agents,

or to REISS & Co. Canton
Hongkong, 3rd Aug., 1916

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

The s.s. "s. JACOB."

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.

Next departure from Hongkong: August 25, 1916.

This vessel has excellent saloon-accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

For freight and passage apply to:

Yok Building, Tel. 1574 & 1575. **JAVA-CHINA-JAPAN LYN.**
Hongkong, 24th May, 1916.
Agents.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—
Subject to Alteration

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Tenerife, VICTORIA, B.C. and SEATTLE.	Aisulu Maru Capt. Sato T. 15,000 Shiichi Maru Capt. Tomimaga T. 15,500	THURS., 10th Aug. at noon. THURS., 24th Aug. at noon.
and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, Shanghai, and Yokohama.	Kamakura Maru Capt. T. Kusano T. 12,400 Yokohama Maru Capt. Shinohara T. 12,500	TUES., 8th Aug. at 4 p.m. WED., 30th Aug. at 4 p.m.
SYDNEY & MELBOURNE via Manila, Thurelay Island, Townsville and Brisbane.	Aki Maru Capt. K. Yoshikawa T. 12,500 Tango Maru Capt. S. Takano T. 13,500	TUES., 15th Aug. at 11 a.m. TUESDAY.
CALCUTTA via S'pore, Penang & Rangoon.	Kirin Maru Capt. Sasaki T. 8,000	FRIDAY, 11th Aug.
BOMBAY via S'pore, Malacca & C'bo.	Rangoon Maru Capt. Hori T. 8,000	WEDNESDAY, 23rd Aug.
SHANGHAI, Kobe and Yokohama.	Ceylon Maru Capt. Truda T. 10,000 Yokohama Maru Capt. Ogura T. 8,000	TUESDAY, 8th Aug. FRIDAY, 11th Aug.
MOJI and Kobe.	Tango Maru Capt. Tano T. 13,500	FRI., 11th Aug. at 4 p.m.
FOR JAPAN.	Miyazaki Maru Capt. Teranaka T. 16,000	TUE., 8th Aug. at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARCO ONLY).

NEW YORK via Singapore, Durban, Cape Town and Santos.

Wakasa Maru Tons 12,500 Capt. Itano	Sails from Kobe Middle August.
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Wireless Telegraphy. NIPPON YUSEN KAISHA.
Telephone No. 292 & 293. B. MORI, Manager.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong
Shinyo Maru	22,000 - 21 knots	16th Aug. at noon.
Persia Maru	9,000 - 14 knots	21st Sept. at 10.30 a.m.
Tenyo Maru	22,000 - 21 knots	4th Oct. at noon.

(Via Manila, Omitting Shanghai.) Cargo only. Proceeding to both America Ports.

Special Rates given to NAVAL, MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

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Passengers may travel by Railway between ports of call in Japan free of charge.

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Steamer	Tons & Speed	Leave Hongkong
Anyo Maru	18,500 - 15 knots	12th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Agent,
KING'S BUILDINGS.
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JAVA-PACIFIC LYN.

Monthly Service between

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Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Tjikembang	11th Aug.	S.S. Tjisondari	12th Oct.
Arakan	11th Sept.	Karimoon	11th Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPH.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to—

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Hongkong, York Building
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FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

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SEPTEMBER 5 - NOVEMBER 11 - JANUARY 18, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
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HONGKONG, CANTON, MACAO & KONGMOON STEAMERS.

HONGKONG—CANTON LINE.	CANTON TO HONGKONG
3.00 a.m.	5.00 p.m.

EXCURSION TO MACAO EVERY SUNDAY.

HONGKONG TO MACAO	MACAO TO HONGKONG
3.00 a.m.	4.00 p.m.

HONGKONG—KONGMOON LINE.

S.S. SHAN LEE: CAPT. SCOTT.

HONGKONG TO KONGMOON	KONGMOON TO HONGKONG
6.30 a.m.	1.30 p.m.

GOOD MEALS AND EVERY COMFORT

MANAGERS—Y. C. LAW
(JIN KAI)

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Shantung	10th Aug. at 4 p.m.
HAIPHONG	Kallong	11th Aug. at 10 a.m.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chinhu," "Taming," and "Tean." Excellent saloon accommodation amidst electric fans fitted extra staterooms on deck aft on "Taming" & "Tean."

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"S.S. Anshu," "Chenau," "Luchow," "Yingchow," "Shantung," and "Sinking," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.
Telephone No. 36.
Hongkong 8th Aug., 1916

JAVA-CHINA-JAPAN LYN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjikial	BATAVIA	20th Aug.	24th Aug.	SHANGHAI
Tjitaroom	SHANGHAI	20th Aug.	23rd Aug.	BATAVIA

* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LYN.
York Building, 115
Telephone No. 1574

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	13th Sept.	27th Aug. at 11 a.m.
Eastern	13th Sept.	4th Oct.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.,

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers, having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Hailong	J. W. Evans	TUES., 8th Aug. at 2 p.m.
Haining	W. C. Passmore	FRI., 11th Aug. at 2 p.m.
Haitan	J. S. Thomson	TUES., 15th Aug. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas LaPraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
SHAI, Kobe & Moji	Laisang	Tues., 8th Aug. at noon
SHANGHAI	Wingsang	Thurs., 10th Aug. at d'light
SHANGHAI	Choyang	Fri., 11th Aug. at d'light
WWEI & Tientsin	Cheongshing	Fri., 11th Aug. at d'light
MANILA	Loongang	Sat., 12th Aug. at 3 p.m.
MANILA	Yuensang	Sat., 19th Aug. at 3 p.m.
S'PORE, Pang & Ooutta	Kunsang	Mon., 21st Aug. at 3 p.m.
SINGAPORE & Penang	Hopsang	Tues., 22nd Aug. at 3 p.m.

Return Tours to Japan.

The steamers "Kunsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kunsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

Tanco vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Simpang, Tawau, Umkan, Jesselton and Labuan.

For Freight or Passages.

Under Straits Government Passport Regulations.

All European Passengers leaving the Colony for Straits, settlement are required to produce on arrival at destination passports with their Photographs and Description affixed thereon.

to Apply JARDINE, MATHESON & CO., LTD.
Telephone No. 115.

COMMERCIAL.

Commercial and Produce Markets.

London, July 4.—The Bank rate remains unchanged at 5 per cent. The Open market rate for short loans is 4 1/2 per cent, and discount of four months Bank bills 3 1/2 per cent. The Silver market, after being firmer, closes weaker, bar being now 31d. per oz. In the Rubber Share market business is quieter, but quotations are generally maintained. The following dividends are announced:—Shell Transport and Trading, 5s. per share making 35 per cent. for the year; British North Borneo Company, 3 per cent. The China Tea market is quiet, but steady. Coffee has met with moderate demand, and steady prices were obtained. In Sugar a good demand has prevailed at previous prices. Peppers are quiet, although firm. Rice remains quiet, with practically no change in prices. The market for Manila Hemp has ruled firmer, and prices show a good advance. Plantation Rubber has shown little change. Standard Crops being quoted:—2s. 3/4d. per lb. and Smoked Sheet 2s. 3/4d. per lb. Fine Hard Para is now 2s. 8d. per lb. Straits Tin is £172 5s. to £172 10s. for cash, and £172 15s. to £173 for three months delivery.

Japanese Subscriptions to British Treasury Bill.

The other day the "Asahi" reported that negotiations were proceeding concerning a proposal that the Japanese Government subscribe Y.100,000,000 to British Treasury Bills with a view to turning Japan's gold specie held in the United States to good account. It seems that the negotiations have been successfully concluded. The "Asahi" quotes Mr. Sugawara, Vice-Minister of Finance as saying that £10,000,000 British Treasury Bills taken up by Japan bear interest at 6 per cent. and are redeemable in one year. The exchange rate agreed upon is \$4.76 1/2 per pound. Japan reserves the optional right as to whether reimbursement should be made in the pound or in the dollar. When Japan stands in need of funds for the payment of interest on foreign loans and for other purposes in the United States, the necessary facilities will be furnished by Great Britain. The first payment of subscriptions was to be made on July 24th, the second on August 14th, and the third on August 14th. The payment in instalments is for the convenience of banks in the United States, where Japan's gold specie is deposited. In conclusion, the Vice-Minister of Finance adds that when full payment of subscriptions to British Treasury Bills is made, Japan's gold specie in the United States, which has hitherto yielded an interest of about 2 per cent., will decrease to about £10,000,000.

Demand for Cement.

A Japanese paper says the day of chemicals and medicines is gone; the day of dyes is gone; and also the day of metals, but the day of cement is come to get rich quick in this evidently an exaggeration. But it is nevertheless true that there is just now an extraordinary activity in cement. The export trade in cement has been very brisk, and with a relaxation of pressure on freight-space shipments have greatly increased lately. Moreover, there has been a palpable increase in the domestic demand. Iron and various building materials have now declined in price, and building projects, which were stayed by the recent high price of materials, have revived. This has led to a greatly increased demand for cement. As a corollary, the price of cement has been steadily on the up grade, and present conditions are such that the speculation which was indulged in in chemicals and medicines, dyes, metals, and paper when their markets were booming will, if it has not already done so, overtake cement. Some time ago quotations stood at Y2.30, but now it is impossible to obtain any cement at less than Y3. In Osaka market quotations stand at about Y5.50, while the Tokyo market is on the Y6 level. The other day the Tokyo Post Office brought by Public tender 800 barrels of cement at Y6.15 per barrel, while the Tokyo Military Arsenal brought 1,200 barrels at as high as Y6.75 by public tender. It is said that in actual transactions cement companies are making what seems to them to be a very good thing. The material for the manufacture of cement is produced in Japan, and can be materially improved so as to advance in actual process of manufacture, though speculation may be expected to play its part.

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R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice

HOMeward.

For Steamer Date of Departure

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SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 70. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

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Telephone No. Agents. 14

NOTICES.

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SPECIAL ATTENTION GIVEN TO THE
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HONGKONG, Ltd.
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STRUCTIONAL ELECTRICAL & MECHANICAL
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GRAVING DOCK 78' x 38' x 34' 6"

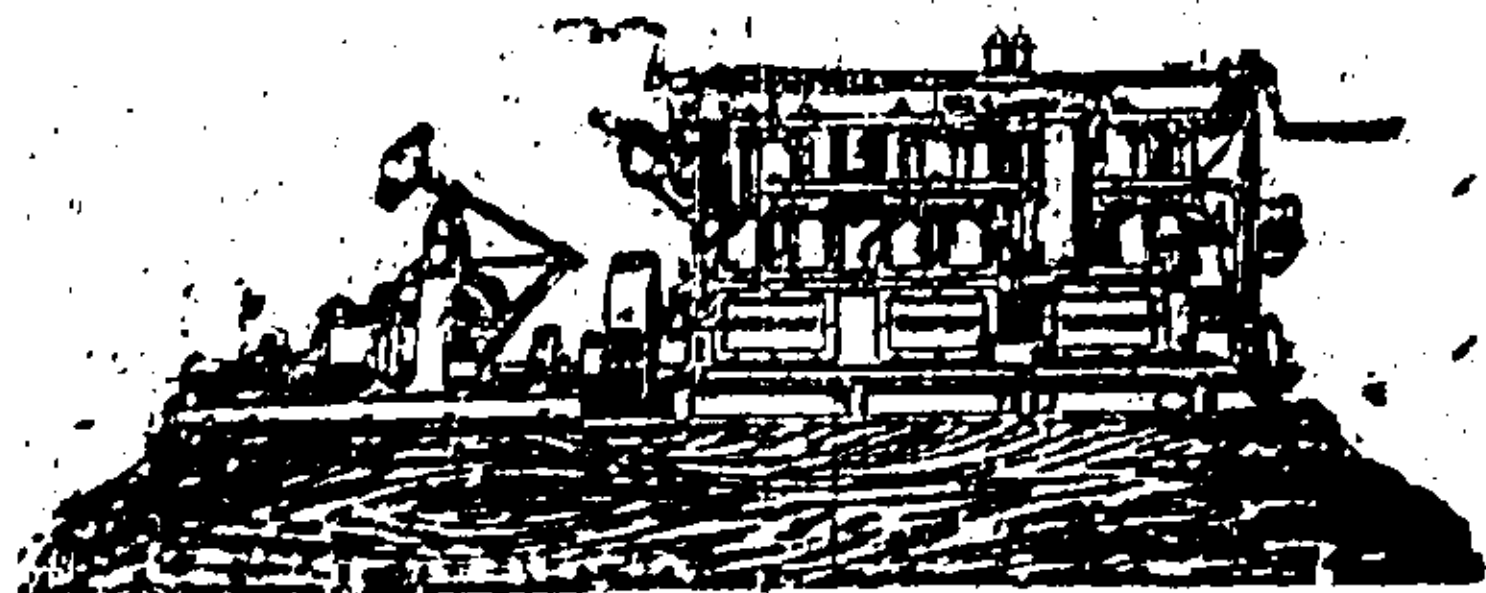
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displacement, providing conditions for painting ships with most
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50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
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C.S. type Motor and Reserve Gear.
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.

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Dockyard Manager can be seen between the hours of 11 a.m.
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BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.
Telephone Address: "TAIKOO DOCK."
TELEPHONE No. 22

VESSELS LOADING AND TO-LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Cape Town	Atsuta M.	N. Y. K.	10, Aug.
London via Ports	Novara	P. & O.	1, Aug.
London via Ports	Somali	P. & O.	15, Aug.
Liverpool	Buryades	B. & S.	21, Aug.
London via Cape Town	Hitchi M.	N. Y. K.	24, Aug.
London via Ports	Helanus	B. & S.	27, Aug.
Genoa	Changyie	S. T. & Co.	Aug.
London	C. of Norwich B. L. Ltd.		5, Sept.
London via Ports	Aganemnon	B. & S.	5, Sept.

NEW YORK, SAN FRANCISCO AND CANADA

Victoria, B.C., & Seattle	Kam'ra M.	N. Y. K.	8, Aug.
Vancouver via Japan	E. of Asia	C. P. O. S.	9, Aug.
Seattle via Japan	Talhybus	B. & S.	9, Aug.
San Francisco	Tikimang	J. C. J. L.	11, Aug.
Boston and New York	C. of Naples B. L. Ltd.		12, Aug.
San Francisco via Japan	Shinyo M.	T. K. K.	16, Aug.
New York	Bolton C.	D. & Co.	26, Aug.
Vancouver via Japan	Montesque	C. P. O. S.	30, Aug.
Victoria, B.C. and Seattle	Yama M.	N. Y. K.	30, Aug.
San Francisco via Japan	China	C. M. S. S.	5, Sept.
Vancouver via Japan	E. of Russia	C. P. O. S.	6, Sept.
San Francisco via Japan	Arakan	J. C. J. L.	11, Sept.

AUSTRALIA.

Australia via Manila	Aki M.	N. Y. K.	15, Aug.
Australia via Manila	St. Albans	G. L. Co.	27, Aug.
Australia via Manila	Tango M.	N. Y. K.	12, Sept.
Australia via Manila	Eastern	G. L. Co.	13, Sept.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Shanghai & Yokohama	Miyasaki M.	N. Y. K.	8, Aug.
Swatow, Amoy and Foochow	Haihong	D. L. & Co.	8, Aug.
Kobe & Moji	Leisang	J. M. Co.	8, Aug.
Manila, Cebu and Iloilo	Chinhua	B. & S.	8, Aug.
Shanghai and Yokohama	Ceylon M.	N. Y. K.	8, Aug.
Shanghai	Luchow	B. & S.	8, Aug.
Tientsin	Chihli	B. & S.	8, Aug.
Shanghai	Wingsang	J. M. Co.	10, Aug.
Shanghai and Japan	Shantung	B. & S.	10, Aug.
Shanghai, Moji and Kobe	Agapenor	B. & S.	10, Aug.
Swatow, Amoy and Foochow	Yotorofu M.	N. Y. K.	11, Aug.
Shanghai	Haiching	D. L. & Co.	11, Aug.
Weihaeiwei and Tientsin	Choyang	J. M. Co.	11, Aug.
Nagasaki, Kobe and Yokohama	Ch'inghai	J. M. Co.	11, Aug.
Manila	Tango M.	N. Y. K.	11, Aug.
Shanghai and Japan	Kaifong	B. & S.	11, Aug.
Shanghai etc. to Yokohama	Kungang	J. M. Co.	12, Aug.
Shanghai and Yokohama	Malta	P. & O.	15, Aug.
Shanghai and Kobe	Tosa M.	N. Y. K.	17, Aug.
Moji, Kobe and Yokohama	Proteilaus	B. & S.	18, Aug.
Calcutta via Ports	Kirin M.	N. Y. K.	18, Aug.
Shanghai and Yokohama	Kitano M.	N. Y. K.	19, Aug.
Manila	Yuenang	J. M. Co.	19, Aug.
Singapore, Penang & Calcutta	Kumang	J. M. Co.	31, Aug.
Singapore and Penang	Hopsang	J. M. Co.	32, Aug.
Batavia	Tikimang	J. C. J. L.	23, Aug.
Shanghai	Tikini	J. C. J. L.	24, Aug.
Shanghai, Kobe and Moji	Shirale	D. S. & Co.	24, Aug.
Belawan Deli (Sumatra) via S'tow	S. Jacob	J. C. J. L.	25, Aug.
Bombay via Ports	Rangon M.	N. Y. K.	25, Aug.
Shanghai and Japan	Namur	P. & O.	26, Aug.
Shanghai and Japan	Alcinous	B. & S.	26, Aug.
Shanghai and Japan	Demodocus	B. & S.	28, Aug.
Shanghai, Japan & Vladivostok	Machon	B. & S.	30, Aug.
Bombay via Ports	Tenshin M.	N. Y. K.	1, Sept.
Calcutta via Ports	Ceylon M.	N. Y. K.	1, Sept.
Manila	Titan	B. & S.	3, Sept.

CONSIGNEES

PANAMA FAR EAST LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship

"HOWICK HALL"

Capt. G. C. BLACK, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on WEDNESDAY, 9th instant, at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, 1916, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports, and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN TOMES & CO., General Agents.
Hongkong, 3rd August, 1916.

CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship

"KAFUE"

Capt. W. KEASLEY, having arrived from the Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on THURSDAY, 10th inst., at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN TOMES & CO., Agents.
Hongkong, 4th August, 1916.

MOVEMENTS OF STEAMERS.

ENGLISH MAIL.

The P. & O. s.s. NOVARA left Shanghai for this Port on the 7th instant, a.m. with the Homeward English Mail, and is due here on the 10th August at about daylight.

MERCHANT STEAMERS.

The C. M. S. S. Co.'s CHINA left San Francisco on August 1, and may be expected to arrive in Hongkong on August 24.

The s.s. SHIRAZIA from Calcutta, left Calcutta on the 4th inst. and may be expected here on or about the 21st inst.

VESSELS IN PORT.

Steamers.

Kanabara M. Jap. s.s. 3644.16, Kawa-
shima, 24th July, Gen. — J. M. Co.
July, Gen. — N. Y. K.
Eger, Nor. s.s. 873, Fingalen, 31st July.
Bangkok 24th July, Rice — T. & Co.
Yuenang, Br. s.s. 1128, Moseley, 1st
Aug. — Manila, 24th July, Gen. — J. M.
& Co.
Kanchow, Br. s.s. 121, Lewis, 2nd Aug.
Swatow, 1st Aug. Gen. — B. & S.
Himobang, Chi. s.s. 123, Wang, 2nd
Aug. — Swatow, 1st Aug. Gen. —
C. M. S. S. Co.
Howick Hall, Amer. s.s. 5039, Black, 2nd
Aug. — New York, 14th May, Gen. —
S. T. & Co.
Tall, Chi. s.s. 1071, Gundersen, 2nd Aug.
— Saigon, 24th July, Rice — Chinese.
Empress of Asia, Br. s.s. Davidson, 3rd
Aug. — Vancouver, Gen. — C. P. O. S.
Haimun, Br. s.s. 641, Russell, 3rd Aug.
— Bangkok, Rice — Chinese.
Bendara, Br. s.s. 1587, Calby, 3rd Aug.
— Singapore, Gen. — J. M. & Co.
Laisang, Br. s.s. 1224, Nichol, 3rd Aug.
— Calcutta, 16th July, Gen. — J. M. & Co.
Luchow, Br. s.s. 1221, Gibbs, 3rd Aug.
— Shanghai, 31st July, Gen. — B. & S.
Wakamatsu, Br. s.s. 1722, 37, Yama-
mura, 3rd Aug. — Yokohama, Coal —
M. B. K.
Chinhua, Br. s.s. 1351, Sidford, 4th Aug.
— Manila, 1st Aug. Gen. — B. & S.
Kafue, Br. s.s. 3887, Kaseley, 4th Aug.
— New York, 28th July, Gen. — S.
C. Co.
Hanoi, Br. s.s. 713, Morvan, 4th Aug.
— Haiphong, 2nd Aug. Divers — Marty.
Skua, Nor. s.s. 681, Rand, 4th Aug.
— Bangkok, 24th July, Rice — Chinese.
Atreus, Br. s.s. 4390, Williams, 5th
Aug. — Shanghai, 2nd Aug. Gen. —
B. & S.
Oheongshing, Br. s.s. 1256, Hetherington,
5th Aug. — Tientsin, 30th July, Gen. —
J. M. & Co.
Chiyeun, Chi. s.s. 1177, Ross, 5th Aug.
— Shanghai, 1st Aug. Gen. — C. M. S. N.
Co.
Kinkang, Br. s.s. 1228, Walker, 6th Aug.
— Waihahei, 31st July, Gen. — B. & S.
Maur, Br. s.s. 1366, Davies, 6th Aug.
— Bangkok, 24th July, Rice — Chinese.
Haimun, Br. s.s. 1270, Evans, 6th Aug.
— Coast Ports, 3rd Aug. Gen. — D. L.
& Co.
Ceylon M. Jap. s.s. 3077, Tams, 6th Aug.
— Singapore, 31st July, Gen. — N. Y. K.
Fookang, Br. s.s. 1287, Mitchell, 6th
Aug. — Singapore, 31st July, Gunnies,
J. M. & Co.
Tikimang, Dut. s.s. 8013, Garriane,
6th Aug. — Manila, 4th Aug. Gen. —
J. C. J. L.
Shinbu M. Jap. s.s. 3723, Onizaki, 6th
Aug. — Moji, 1st Aug. Coal — M. B. K.
Gemini, Br. s.s. 1366, Davies, 6th Aug.
— Hongkong, 3rd Aug. Coal — Ray & Co.
Shantung, Br. s.s. 1560, Maudslayi, 7th
Aug. — Shanghai, 4th Aug. Gen. —
B. & S.
Talyuan, Br. s.s. 2200, Grierson, 7th Aug.
— Melbourne, Gen. — B. & S.
Miyazaki M. Jap. s.s. 1896, Teranaka,
7th Aug. — London, 17th June, Gen. —
N. Y. K.

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GLEN LINE.

(MCGREGOR, GOW & Co.) Ltd

For Genoa & London.

The Motorship

"OLENGYLE"

9,500 Tons D.W.

will be despatched for the above
port about end of August or
beginning of September, 1916.

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Agents.

CANADIAN PACIFIC
OCEAN SERVICES, LTD.
(Pacific Service.)

THE Steamship

"EMPRESS OF ASIA"

will be despatched from Hong-
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WEDNESDAY, 9th August,
FOR VANCOUVER via USUAL
PORTS OF CALL.

Passengers and Baggage must
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o'clock, Morning of Sailing.

C. P. O. S. LTD.

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Open till Midnight.

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Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
B. & S.	Agapenor	7,563	Aug. 8	Liverpool
B. & S.	Atsuta Maru	15,000	Aug. 8	Singapore
N. Y. K.	Yotorofu Maru	8,000	Aug. 9	Yokohama
N. Y. K.	Novara		Aug. 10	Bombay
N. Y. K.	Tango Maru	10,000	Aug. 11	Yokohama
B. & S.	Kt. Companion		Aug. 12	Australia
E. & O.	Malta		Aug. 13	Liverpool
N. Y. K.	Aki Maru	12,500	Aug. 13	Bombay
N. Y. K.	Rosa Maru	13,000	Aug. 13	Yokohama
N. Y. K.	Penang Maru	8,000	Aug. 16	Calcutta
B. & S.	Proteilaus	9,547	Aug. 17	Bombay
N. Y. K.	Kirin Maru	8,000	Aug. 17	Liverpool
N. Y. K.	K. tano Maru	16,000	Aug. 17	Yokohama
S. T. & Co.	Glenartney		Aug. 18	London
J. O. J. L.	Tikini		Aug. 20	Batavia
J. O. J. L.	Tyitaroom		Aug. 20	Shanghai
N. Y. K.	Yokohama Maru	12,500	Aug. 21	Victoria B.O.
N. Y. K.	Hitchi Maru	13,590	Aug. 23	Yokohama
N. Y. K.	Ran oon Maru	3,000	Aug. 25	Kobe
S. T. & Co.	Glenstrae		Aug. 27	London
B. & S.	Alcinous	6,742	Aug. 27	Liverpool
B. & S.	Demodocus	6,619	Aug. 27	Liverpool
B. & S.	Titan		Aug. 28	Seattle
C. M. S. S.	China		Aug. 29	San Francisco
B. & S.	Machon	6,737	Aug. 29	Liverpool
B. & S.	Feiresias	7,606	Aug. 31	Liverpool
N. Y. K.	Tenshin Maru	8,000	Aug. 31	Kobe
N. Y. K.	Ceylon Maru	10,000	Aug. 31	Yokohama
N. Y. K.	Tango Maru	13,500	Sept. 11	Yokohama

NOTICE.

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SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	7th August	12th August

These steamers are fitted with Refrigerating machinery, ensur-
ing a plentiful supply of ice, fresh provisions etc. and have superior
accommodation with Electric Light throughout and Electric Fans in
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Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

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CONSIGNEES

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM,
COLOMBO & STRAITS.

THE Steamship

"PEMBROKESHIRE,"

having arrived from the above
ports. Consignees of cargo by her
are hereby informed that all
goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Company, Limited,
whence, and/or from the wharves,
delivery may be obtained.

Good not cleared by the 11th
inst. will be subject to rent.

All broken, chafed and damaged
packages are to be left in the
Godowns where they will be
examined on 10th inst. at 9.30
a.m. Claims against the steamer
must be presented with 10 days
of arrival otherwise they will not
be recognized.

No Fire Insurance will be
effected by us in any case what-
soever.

Bills of Lading will be counter-
signed by:—

JARDINE, MATHESON &
Co. Ltd.

Agents.
Hongkong, 4th August, 1916.

SHARE MARKET
QUOTATIONS.

Up to the Minute.

H.K. Fire.	b. \$ 385.00.
Douglases.	b. \$ 135.00.
Indos (Pref.).	b. \$ 132.00.
Steamboats.	b. \$ 22.50.
Chiao Sugars.	a. \$ 115.00.
Langkats.	a. \$ 26.75.
Kowloon Docks.	b. \$ 127.00.
China Lights.	b. \$ 4.60.
Cements.	b. \$ 9.75.
H.K. Electric.	b. \$ 51.00.
H.K. Tramways.	a. \$ 7.00.

POLICE RESERVE
ORDERS.

Orders issued to-day by Mr. F. O. Jenkin, D. S. P. (Reserve) State:—

Band Fund.
The sum of \$50 has been received from P. A. Xavier Esq. the Composer of the "Hongkong Police Reserve Parade March."

Headquarters' Club.
The Club will open by His Excellency the Governor at noon on Wednesday, Aug. 9th. Members of the General Committee, the Staff and Company and Platoon Commanders only will attend, and in uniform.

The Club will not be open to other ranks until 4 p.m. the same day.

Joined.
No. 3 Section—Kassin Mahomed.

THE O-CEDAR MOP.

A Boon to Hongkong Housewives.

Many have been the labour-saving devices put upon the market for the benefit of housewives during recent years, but it can truly be said that none has exceeded in utility and improvement of method the O-Cedar Mop, which bids fair to oust the old-fashioned broom from the position it has held as long. Housewives in Hongkong are in the fortunate position this week of being able to see the uses to which this latest invention can be put, for Mr. Charles Dupuy has just arrived in the Colony for the express purpose of demonstrating the superiority of this scientific cleanser. Messrs. Whiteaway, Laidlaw and Co., have afforded him facilities for the demonstration, and every day this week he will be glad to show all who care to see the advantages to be gained by possessing this improved utensil.

Used like a broom, it operates in an entirely different way, for instead of collecting in a heap the dirt to be removed, and, incidentally, throwing up clouds of dust, it absorbs all the dirt into itself and, by the aid of the polish with which it is impregnated, leaves the floor or furniture clean and nicely polished. The handle is so adjusted as to make it possible for the mop to be used in the most out-of-the-way corners; even the tops of cupboards and doors can be cleaned from the ground, and spaces underneath articles of furniture also become equally accessible. It is far and away more hygienic than the old method and has the advantage of being cleaned after use simply by gently shaking it. To see the demonstration is to be converted to a recognition of the fact that it is an article which all lovers of cleanliness should have.

The mop has been widely taken up by the public at home and it is now in use in a great many hospitals and sanatoria. Mr. Dupuy says that in India he had had a very successful campaign.

For this week Messrs. Whiteaway, Laidlaw and Co. are making a special offer of allowing a purchaser of a mop to use it for six days and then, if it is found to be unsatisfactory, it can be returned and the purchase money, \$4, will be refunded. When it is considered that a mop will last for fully three months without any further application of polish, it will be realised that it is by no means an expensive article. It can then be washed in the usual manner, a fresh application of polish made, and it is good for another period just as lengthy.

LONDON TERRITORIALS.

Unchecked by Fierce Fire of Machine Guns.

The following narrative was given by a wounded officer of a London Territorial regiment to a representative of the *Daily Chronicle*:—

"In the sector which our division held the trenches were originally very far apart—about 700 yards in most places. About a month ago we had orders to make a new line of trenches, which brought us within 300 yards of the enemy. That put us on the qui vive, and when, shortly afterwards, leave was stopped, we knew that 'things' were going to happen."

Then we were definitely told what it was intended to do, and given plans of attack. The active battalions went into special training for this, while the reserves did the dirty work between the lines.

"There was a wonderful massing of guns of every size, and for once the Boche had no reply. Some of us began to kid ourselves that it was going to be a soft job."

Working Like Niggers.
"Forty-eight hours before the push began the battalion to which I belonged was rushed up to the supporting trenches, and then we had to work like niggers making ready for the attack. I don't think any of us had any sleep after that, except an odd half hour now and again."

"It was a glorious morning on Saturday, and though few of us were in the mood to enjoy it, fine weather makes all the difference when you are fighting. After the intensive bombardment lasting an hour and a half, when everything in the German trenches was knocked to pieces, the guns lifted, and the men went over the parapet in waves."

"Just before a lot of smoke had been sent out, the wind being favourable, to form a barrage. We in the supporting trenches saw them go, and in spite of the German machine-guns, which somehow had survived our bombardment, and which opened up a terrific fire, our chaps reached the trenches and cleared out all the Germans who were alive, making many prisoners."

"I saw them when they were brought in, and most of them were fine, strapping fellows, belonging to the Prussian Guard."

"Our people got to the third line of the German trenches, though not without pretty heavy casualties. At this time the Germans were putting over two frightfully heavy barrages—one in front of their own trenches and another between our front line and the reserves."

"It became increasingly difficult for us to get bombs and ammunition to our fellows, and many of our men were hit in trying to reach them."

"At 3.15 came an order from my company commander for me to lead my platoon in an attack on a part of the German trenches which they had retaken. They were putting over shrapnel at that time, and were raking the ground with machine-guns."

"It seemed a hopeless kind of business, but the men were ripping, and came over the parapet in a wave, just as if they were doing a practice stunt."

"We had about 300 yards to go to the German trenches, and as far as I was concerned I was knocked out when I had covered 70 with a bullet wound in the arm. Fortunately I was near a shell hole, and I crawled into it and got a certain amount of shelter."

Bullet in Cheque-book.
"It was a pretty nervy business, though, for the Germans were scattering shrapnel all over the shop and the machine-guns were busy. One shrapnel bullet was stopped by my cheque-book, and two went into my ammunition pouch."

"I must have lain there a couple of hours. Then the fire slackened a bit, and I managed to wobble my way back to our lines."

"After that it was just a little bit of Heaven. I was taken to the nearest dressing station, where I was treated with the most wonderful care and consideration, and the doctor did everything he could to make me comfortable."

"Then I was helped down to another station, three-quarters of

DIRT AND DANGER IN
THE MILK.

A Hundred Samples Show Only One Pure.

Since the outbreak of the war the National Clean Milk Society, 2, Sobo Square, has redoubled its efforts to raise the hygienic standard of milk and milk products and to educate the public as to the importance of a clean and wholesome milk supply.

"The fact that out of 100 samples of milk examined by the Medical Officer of Health for one of the London districts 99 contained manure and other foreign substances is convincing proof of the necessity for this campaign," said Mr. Wilfred Buckley, the recently chairman of the committee, who had just returned from a provincial tour, to a *Daily News* representative. "In the North of England they are waking up to the danger to infant life caused by unclean milk. Manchester has just appointed a milk committee to consider the existing conditions and what might be done to improve them, and the same city has recently accepted our offer, made last April, to send two herdsmen trained in clean milk production to the place in Manchester where the dirtiest milk is produced. We guarantee, if they give us two hours before milking time, to produce clean milk out of the dirtiest conditions they can find. Ten days ago Lancashire County Council made its first prosecution for dirty milk."

"The chief difficulty we have to contend with is the complacency of the public, who accept the 'nursery milk' sold at a higher price by many dairies as being perfectly safe for children. As a matter of fact, from analytical experiments, we have proved that this nursery milk is often actually dirtier than the ordinary milk sold by the same shop at the same time. The average farmer's objection to our campaign is that the consumer will only pay the same price for clean milk as for dirty. To produce clean milk necessitates an absolutely healthy herd, clean surroundings, intelligent and healthy and clean employees, proper pails and churns, and methods of transit, all of which means a somewhat larger expenditure than for the ordinary slovenly methods. Milk shops should be licensed, designating the grade of milk sold."

LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follows:—

August.	1	...	Tons 160
	2	...	128
	3	...	120
	4	...	134
	5	...	134
	6	...	134
	7	...	125
Total to 7th inst.			933
Daily average			133.28

a mile through the communication trenches, and given tea and an injection against tetanus.

"The ambulance took me to a clearing station, and while particulars were taken of my case I had more tea and chocolate and cigarettes."

"The next stage was the general clearing station at the railhead. There my wound was dressed again, and I was put on board a splendid English hospital train, and, being a sitting case, was given a big armchair."

"It was still Saturday evening, and only a few hours since I was wounded. It's simply astonishing how perfect the organisation is; there doesn't seem to be a hitch anywhere."

"We were 24 hours on the train—blissful hours in spite of the pain, with everything one could want and angels for nurses. At Havre, where fall particulars of each case are taken and telegrams sent, we were taken on board a magnificent hospital ship."

"Then another ambulance train, Waterloo at one on Tuesday morning, and peace in this jolly hospital. Friday and Saturday last seem only a particularly rotten nightmare."

THE SITUATION IN
CANTON.

FARCE OR EARNEST?

Can the Worst be Avoided?

While the somewhat alarmist views held in some quarters with regard to the Canton position, is to be regretted, it would be unwise to suggest that there is no seriousness in what is happening, or to attempt to dismiss the whole thing as farcical. Far from our western point of view, nine-tenths of the business decidedly is; but there is grim earnest in the odd tenth. Europeans have contracted the habit of speaking of "the trouble" round Canton, but those who have had the best opportunities of watching are very decidedly of opinion that that trouble has not yet come, and may not come for weeks. There is even a margin of hope that, at the eleventh hour, matters may right themselves without a big explosion—metaphorical or actual. There is no longer any doubt (writes our correspondent) that definite pressure is being brought to bear on the contestants, from Peking. It may well be questioned if Li Yuan-hung is, in himself, strong enough to give the order to cease firing, with any reasonable hope of being obeyed; but he has one or two staunch men at his side whose word will have to be listened to before long by the unruly elements in this part of China.

It goes without saying that the selfishness of the few is at the bottom of such fighting as has already taken place. There are certain people whose interests would be very materially advanced, were Lung Chai-kwong to remain; and there are others who have everything to gain by his departure. Those who have the best grip of the state of affairs are positively convinced that General Lung has no special desire to stay, and that he is only waiting to hand over his no very enviable pigskin to the man appointed by the Central Government to succeed him. With all his faults, there can be no doubt that Lung is absolutely loyal to Peking; and there he has a decided pull in the minds of Europeans and of all unbiased Chinese. What it would not be easy to exaggerate is the hatred borne towards him by the Kiang-tung people. The two main reasons for the popular dislike of this queer, barbaric but (when all is said) strong man, are that every unpopular act of his has been outrageously magnified by a vernacular press controlled by the friends of Shun Chun-hsun and Chan Kwing-ming; and, secondly, that, with the exception of the late police commissioner, Chan King-wah, he is the only man in recent years who has known how to control the Cantonese—the most talkative people in China. To these iniquitous beings it never seems to have occurred that there is a possibility of falling out of the frying-pan into the fire, and that, if they are badly off under Lung, things might be still harder for them if certain other prominent Chinese held the reins. If Lung is no better than his foes, he is certainly no worse.

So far, as stated in yesterday's report, the fighting has reached no definite result. Neither the townfolk nor the river people can be said to betray a large amount of alarm. Steaming up river on Saturday afternoon, one of the points one noticed was that, although there had been brisk shooting the preceding night, during the so-called naval battle, the junks and sampans had already resumed their vocations, as though nothing had happened. At Whampoa we passed a few boatloads of soldiers, who seemed in no particular hurry to get anywhere. The old Pouchong, used in times of peace as a training ship but now trying to look as much like a guardship as possible, lay at anchor a little higher up, and from time to time, we passed some tolerably respectable looking gun boats of General Lung's—and one (near Dutch Folly) that was not respectable at all: a mere armed launch that was being towed ignominiously along by a big gear launch.

The Bund was less deserted than might have been expected; there were as many rickshaws as usual, but, at the Tai Sha Tan end, hardly a woman or girl was to be seen. However, by the time the Admiralty buildings were reached, plenty of foot-passengers of both sexes were in evidence, and the sprinklings gradually thickened into the customary crowds along the stretch from the second bridge to Shamoon. There has been a good deal of exaggeration in regard to the closing of the shops, once one gets off the Bund. In the mass of streets behind the Central Police Station, and on from there (say) to the French Cathedral, many shops seemed to be doing normal business. It is true that the majority of those on the way from Shaki to Wonghe were closed—for the reason that, during the middle of last week, there may have been reasonable possibility of a-bombardment; and it is from this area that so many of the Hongkong refugees have come. Elsewhere, so far as time allowed your correspondent to take a run round, there were almost as many shops open as shut. Whether any work was being done in the gold and silversmiths' establishments there is no saying; but many humble trades were being plied as usual.

On Saturday, as on the previous day, the firing, on the other side of the river, at Shek Wei Tong, began at about dusk, and grew gradually heavier; and, on Sunday and Monday mornings, from two or three o'clock till daylight, the noise was sufficient to keep most people awake. The heaviest of the firing came, on the one hand from Shek Cheng (the arsenal) district and, on the other, from the Macao forts; and it was even rumoured that one of Lung's big Krupps, at his stronghold at Kan Yim San, was being brought to bear on some area or areas unknown.

It is to be feared that the number of casualties is on the increase. At the two hospitals visited, the surgeons had all their work out on to cope with the number of cases. And this, of course, is only a gauge as far as Lung's troops are concerned, for the men on the other side are not, as a rule, brought into the city. By the way, the attacking force is far better equipped, as regards ambulance, than are Lung's men. It has a staff of foreign-trained Chinese surgeons, a good supply of medical and surgical requisites, and the wounded, whether many or few, are certainly well looked after. General Lung's men on the other hand, are, in many cases, left lying on the field of battle for several hours before being removed. They are brought across the river, sometimes singly in sampans or dugouts, and sometimes by launch in fairly large numbers, placed in chairs or rickshaws, and sent on to the hospital. There is no means at present of ascertaining the numbers killed. One of the saddest sights in the Canton hospital is a number of sampan women and children who have been hit by stray bullets. Some of the wounds sustained by the soldiers are of a ghastly nature—particularly in the case of shrapnel. Yet the men are wonderfully contented, and stoically good-humoured. While one admires their ability to endure hideous pain so cheerfully, one has, all the while, a sneaking consciousness that the secret of the men's good humour is their knowledge that they will not be called into battle for some time to come.

Which brings us to the question of actual interest in the conflict, as far as both civilians and soldiers are concerned. There is little of the keenness, in either direction, that was visible at the revolution of 1913. Then, the men who came into the city with Lung were determined ruffians who meant anything from murder to looting. Today the troops to be seen are markedly nonchalant. They appear to be pretty much a law to themselves and to choose their own hours of fighting. They howl merrily along in rickshaws, or crawl along on foot, during the evenings cross the river, fire off a few rounds, and their come back to their homes to eat rice. They are a mixed-looking crowd, tolerably well-armed—usually with rifles of German pattern—but poorly off for clothes. Some wear

the regulation cap, others ordinary coolie hats, and others still, hats shaped like those of our Lukong. The last-named are probably some of our old friend Li Fuk-lam's men from Housan. The people evince neither sympathy nor antipathy towards these heroes; it may be said that they ignore them. The deserters' list is, it is to be feared, a large one. One man whom your correspondent saw in hospital, on being told that he was to proceed to "the front", he promptly drew his revolver to blow his brains out. All that he contrived to do (which shows his distressing want of physiological knowledge) was to send a bullet through his left hand.

There is no doubt that the men on the other side are being sustained with promises of pillage "when the city is theirs," and that the current story as to Shun Chun-hsun's having told his soldiers that their pay lay in Canton is at least well founded. There are exaggerated reports as to the extent of Lung's finances. The Hongkong and Canton Chinese declare, variously, that he has lost all his money—and that he is rolling in wealth. Probably he is not short of cash; for a few days ago he contrived to sweeten his men by giving them a month's wages in cash. The Chinese who are opposed to him also cherish the belief that he is hard up for men. This again, is false, for Lung can put in hand on an additional twenty to thirty thousand troops at any moment. What these men are like, it is impossible to say; but those whom your correspondent saw, taken as a whole, are not fit to hold a candle to those who came down with Lung from Whanoh three years ago.

On the other hand, the armed police are a tremendous advance on those of three years ago. Apparently the late Chan King-wah's pet scheme—that of re-organising the police more of less on Hongkong lines—has been carried out. The men on guard in the streets are mostly quite respectable young fellows, with rifles, bayonets and revolvers that are a model of cleanliness—a very far cry from the riffraff that one used to meet before. The most interesting point about two of their rifles which the writer took the liberty of examining was that that they were not kept loaded. In the old days these guardians of the peace wandered hither and thither with muzzled pistols fully loaded, and guaranteed to go off if the foot of the policeman slipped. It is but fair to Lung Chai-kwong and his subordinates to emphasise the fact that excellent order is being kept in the city. Now, moreover, that the talk about the military notes has died down, the panic has been steadily diminishing, as witness the fact that the number of fugitives to all quarters has fallen to normal.

Your correspondent spent a couple of hours on Shamoon on Saturday afternoon, and another hour on Sunday morning, and could not learn, during that time, that there was any feeling of nervousness among the inhabitants. On the contrary, children were at play on the grass, tennis was toward, and every seat along the Bund was occupied—in many cases the sitters being ladies. The procession of valuables to Shamoon still goes on, and, as a mere Britisher, the writer would like to ask how it is that, on a British Concession, firms like Malchers, Carlowitz, etc., are being allowed to reap a huge harvest of dollars by storing their gear in their godowns. That there is no real feeling of fear may be gathered from the fact that there has been no further talk of the garrisoning of Shamoon. A Japanese gunboat and the U.S.S. Helena, together with the little Callao, lie off the Bund.

What will serve, as much as anything else, to delay the return of the refugees to their homes, is the immense rise in prices. Provisions, with special reference to pork and rice, have risen awfully, both wholesale and retail. To sum up, then—things are bad in Canton, but they might, and possibly yet may, be a thousand times worse. Lung Chai-kwong is holding the city—his last position in the Province, as things are at present—against forces from Shin Hing, from the North

and from Wai Chau; his adversaries have made a puny attempt to capture Housan Island; and both sides have lost an appreciable number of men. Fortunately for Lung, there is probably not an excessive amount of unity among his various foes; Canton is a scowp worth making, and Shun Chun-hsun, if he saw an opportunity of annexing it, would certainly not consider the feelings or aspirations of his allies: Chan Kwing-ming and Li Lish-kwan. As to Luk Wing-ting, the Governor-designate, he seems no more ready to take any uncomfortable chances than before. Lung is supposed to hand over the city to him, but he can hardly expect that doughty general to go running after him with the city in his pocket.

Should the pressure which Peking seeks to exercise fail, it seems certain that there must be some really fierce fighting and that victory will go to that side whose money holds out the longest. It is difficult to believe that the losing side will be Lung's, for he is a man who intends to be neither beaten nor humiliated, and who cannot be threatened or beguiled.

The Palsade Cinematograph. The new programme which will be shown to-night at the Palsade should attract a full house. It contains a series of views of the Panama Canal, a new Eclair Gazette, two sensational dramas: "Temptation," and "In the Secret Service," and a couple of Keystone comies.

MOVEMENT OF STEAMERS.
The P. & O. Chartered s.s. SANGOLA left Singapore for this Port on the 5th inst. p.m. and is due here on the 11th instant at about afternoon.
The T.K.K. s.s. SHINYO MARU which sailed from San Francisco on the 9th July, is expected to arrive at this port via Honolulu, Japan Ports & Manila on Wednesday, the 9th instant, at about 7 a.m.

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CONTRACTOR SURE.

Claims by Eight Junk-Owners.

A contractor named Ip Hoo, carrying on business as the San Wo, of 3, Siu Wan Ho, Shaan-wei, was sued in the Summary Court this morning by eight junk-owners, of Tyam Tuk, for balances due to them for work done at the request of defendant. The various sums claimed were \$473.97; \$232.56; \$238.11; \$93.35; \$65.91; \$35.73; \$110.09; and \$63.50, making a total of \$1,364.12.

Mr. Leo D'Almeida represents the whole of the plaintiffs, and Mr. Agassiz defended.

The cases were taken separately. In opening the first case Mr. D'Almeida said the plaintiff was a junk-owner and he with the other plaintiff had done work for defendant by carrying stones from Stanley and different places to Tyam Tuk. They were all supplied with pay book, and in these the different work done was entered. They had been paid certain amounts from time to time and the sums now claimed were the balances due.

In the first case judgment was given for plaintiff with costs, the second case still proceeding as we went to press.

GOVERNMENT HOUSE
CONCERT.

A feature of the concert to be given at Government House on Thursday, the 10th instant, will be the floral decoration of the beautiful Ball Room. We understand that an artistic design for the baskets filled with flowers which will be suspended from the ceiling and walls of the room has been made by Miss Eileen Hastings, and it is anticipated that this improvement will materially enhance the beauty of the scheme, the execution of which is in the capable hands of Mr. W. J. Tutcher.

The grounds of Government House on both sides of the house will also be tastefully lighted, and in themselves giving a fine light will prove an attraction.

LATEST SHIPPING
NEWS.

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The P. & O. Chartered s.s. SANGOLA left Singapore for this Port on the 5th inst. p.m. and is due here on the 11th instant at about afternoon.
The T.K.K. s.s. SHINYO MARU which sailed from San Francisco on the 9th July, is expected to arrive at this port via Honolulu, Japan Ports & Manila on Wednesday, the 9th instant, at about 7 a.m.

River and from Wai Chau; his adversaries have made a puny attempt to capture Housan Island; and both sides have lost an appreciable number of men. Fortunately for Lung, there is probably not an excessive amount of unity among his various foes; Canton is a scowp worth making, and Shun Chun-hsun, if he saw an opportunity of annexing it, would certainly not consider the feelings or aspirations of his allies: Chan Kwing-ming and Li Lish-kwan. As to Luk Wing-ting, the Governor-designate, he seems no more ready to take any uncomfortable chances than before. Lung is supposed to hand over the city to him, but he can hardly expect that doughty general to go running after him with the city in his pocket.

GENERAL SHIPPING NEWS.

Canada and A Merchant Fleet.

Ottawa, June 18.—While the Government scheme for the founding of a mercantile marine for the Dominion is not entirely settled, it is believed to be tentatively drawn up on the following lines:—Ships are to be built in Canada by private enterprise under the supervision of a commission, including the Minister of Trade and Commerce, a naval instructor, and a number of representative shipping men. The Government will probably allow a bonus sufficient to meet the difference between the cost of construction in Canada and in Britain. The owners of the ships will also be guaranteed the difference in cost of operation in Canadian waters and abroad. The Government estimate that for a ten years' experiment on these lines about \$4,000,000 would be required.

War Risks in Ships.

In the House of Commons on July 6, Mr. Peto asked the President of the Board of Trade whether his attention has been drawn to the registration of a new company known as the Excess Values (Liverpool and London) War Risks Insurance Association, Ltd., whether this company is to be regarded as part of merchant vessels against war risks, or whether, seeing that it proposes to cover every description of marine loss or risk it is a form of private enterprise of leading shipowners in connection with the Government scheme, and if otherwise will be the exact reasons for the formation of this new company. Mr. Harcourt, in reply, said: "The association referred to was formed with the full knowledge and consent of the Board of Trade for the purpose of insuring against war risks values in excess of those covered by the Government insurance scheme. It is not part of the Government scheme, but it is worked in connection with it. The other war risks clubs have for a long time had arrangements for insuring these excess values on a mutual basis."

A Year's Mersey Trade.

Liverpool, July 1.—The annual trade statement has just been issued by the Mersey Docks and Harbour Board, showing the number and tonnage of vessels which have paid rates to the Board, together with the amount of rates and dues received on vessels and goods, for the two years ending July 1, 1916. Dealing first with the vessels paying dock tonnage rates only, there were 185 sailing vessels trading foreign, of 178,000 tons (an increase of 58 vessels and of 48,071 tons) and 391 sailing vessels trading coastwise, of 32,821 tons (a decrease of 67 vessels and of 1,373 tons). Under the same head the steamers numbered 3,148 vessels going foreign, of 3,622,378 tons (a decrease of 825 vessels and of 2,617,229 tons), and 7,610 steamers coastwise, of 2,420,649 tons (a decrease of 1,382 vessels and 336,802 tons). This vessels paying harbour rates only were as under:—Sailing vessels: Foreign, 85, of 58,881 tons (an increase of 46 vessels and 31,840 tons); coastwise 552 vessels, of 61,693 tons (a decrease of 159 vessels, and 11,542 tons). Steamers: Foreign trade, 1,814 vessels, of 2,378,023 tons (a decrease of 168 vessels and 58,524 tons); coastwise, 5,353 steamers, of 987,635 tons (a decrease of 1,324 vessels and 455,401 tons). The total tonnage paying dock tonnage rates amounted to 12,193,706 tons, a decrease of 2,807,343 tons compared with the previous year. The total paying harbour rates only was 3,485,287 tons, a decrease of 493,627 tons compared with the previous twelve months. The grand total amounted to 15,679,948 tons, a decrease of 3,300,970 tons. This tonnage represents the total net register tonnage of vessels paying rates to the Board, inwards or outwards, as the case may be. To arrive at the total tonnage which entered, and the total tonnage which left the river Mersey it is necessary to double the figures. The approximate total tonnage, inwards and outwards, for the year just ended would therefore be 31,359,896 tons.

The Suez Canal Rates.

The official announcement made of an increase in the tolls on shipping going through the Suez Canal does not come as any surprise to the shipping world (says the *Journal of Commerce*). Owing to the fact that three months' notice must be given for any increase, the board of directors has decided that from 5th October, 1916, the transit dues will be increased from 81.76s. to 71.25s. per ton for ships in ballast. This is the second increase on dues since the war began. One of 60 centimes was instituted from the 1st of April last. For the three months since then this increased charge has brought a revenue of about 1,500,000 francs. This is only about enough to pay the difference in price which the canal has to pay for coal, not counting the other increased expenses it has to meet and the big drop in receipts from shipping. Where the Canal Company paid 35s. a ton for its coal before the war, it now has to pay 37s. a ton, an increase of \$300,000 on the year's coal bill. On the year's working this increase absorbs the whole of a 50 centimes increase on dues. The following figures will show the necessity for increasing the transit dues. They show the receipts for the first half of the last five years:—

Year.	Receipts.
1916	39,250,000
1915	43,680,000
1914	64,700,000
1913	62,500,000
1912	69,490,000

Thus the receipts for the first half of this year are only half of what they were in 1912. Such returns point to the fact that other increases in transit dues must necessarily follow. Many shipowners would still prefer to use the Suez route were it not for the fact that their ships are put on the Cape route by Admiralty orders. This, and the entire disappearance of enemy shipping, accounts for the drop in revenue.

Most of the vessels that have been sunk, whether by accident or in the course of the present war, lie in comparatively shallow waters, many of them at a depth of less than 300 feet, states a writer in a United States publication, who predicts that the recovery of the millions of dollars' worth of cargo at the bottom of the sea is not hopeless in view of the recent improvement in deep-sea diving and the facts accomplished by expert divers of the United States Navy. In discussing the organization of a company in this country for this purpose, the article says:—"Certain it is that the project of recovering sunken ships, or the most valuable of the treasures that have gone down with them, is more feasible now than it was only four or five years ago. Such great improvements in diving apparatus have recently been made that it is now possible for a diver to operate for a limited time even at the great depth of 300 feet below the surface. These improvements are largely due to the remarkable experiments in deep-sea diving conducted under the auspices of the Bureau of Construction and Repair of the Navy Department of the United States in 1914. Prior to this time the greatest depth reached by divers was 210 feet, two English officers having accomplished that feat during a series of tests carried on by the British Admiralty in 1907. Notwithstanding the tremendous pressure, the expert divers of the United States Navy have succeeded in not only reaching a depth of 300 to 305 feet, but in remaining at that depth for from five to twenty minutes at a time, making examinations and observations in regard to a sunken vessel that made its subsequent salvage possible. This work was done in connection with the raising of the United States submarine F 4, which, it will be remembered, plunged to the bottom of the sea just off the harbour of Honolulu on March 25, 1915. Not only did the divers establish a new world's record for deep-sea diving upon that occasion, but the subsequent raising and recovery of the F 4 is the only instance in history where a sunken vessel was recovered from a depth of 300 feet."

Quebec's Offer to Engineers and Shipbuilders.

We have all heard of the Land for Emigrants, but in these strenuous times of overworked industries it is strange to hear of the offer of free sites, exemption from tax and other inducements to shipbuilders, engineers, and other firms to lay down plant. Three Rivers, Quebec, which has a population of over 20,000, is situated on the north shore of the St. Lawrence, midway between Montreal and Quebec, the distance being 75 miles each way. The municipality are willing to send plans and all details to bona fide inquiries. The wharves are more than two miles in extent, and the water has a depth of over 50 feet, with a tide water time of from 12 feet to 14 feet. Railway communication is provided by the C.P.R., St. Maurice Valley, and the Grand Trunk Railway Companies. —*Journal of Commerce*.

British and Norwegian Shipping Interests.

London, July 1.—"One of the most satisfactory results of our conference with the British Government has been that all the misunderstandings, and there were many of these, between Norway and England have been cleared up." This was the remark made to the London representative of the *Journal of Commerce* by the Norwegian shipping delegate at the Ritz Hotel, just before they returned to Norway this morning. Owing to the many serious misunderstandings that arose between British and Norwegian shipping interests through the very changed conditions of shipping due to the war, the British Government invited representatives of the Norwegian Shipowner's Association to come to London and discuss these difficulties with a view to finding a practical solution to their mutual benefit. The Norwegian visitors Messrs. W. Klavnes, director of the Norwegian Shipowner's Association; H. Westfall Larsen, a prominent Bergen shipowner; and Thomas Fearnley, a director of Messrs. Fearnley and Eger, Christiania, arrived at the Ritz Hotel a week ago, and have been holding conferences with the British Government every day since then. The questions they have had to settle have included complicated arrangements concerning freights, chartering, contraband, and the purchase of prize ships. At the Board of Trade, in the absence of Mr. Bannerman owing to illness, the delegates were met by Mr. C. Hipwood. On behalf of the Admiralty they were received by Commander Fisher, and for the Foreign Office by Mr. T. Hugeson. The practical shipping adviser to the British Government officials was Mr. Holmden, of Fenchurch-street, E.C., who has a very large Norwegian shipping connection. Mr. Larsen said that there was no reason why the happiest results should not accrue from a close co-operation between British and Norwegian shipowners. While the shipping industry was flourishing at present in Norway, shipbuilding had not progressed very rapidly, and it was likely that they would continue to come to England for the majority of their tonnage. The conference with the British Government would prove of the greatest value in future developments, and he had been very pleased indeed to give the officials all the information he possibly could about Norwegian conditions. While there were big possibilities of a co-operative expansion, especially in regard to shipping to Russia, and the taking hold of certain routes, which before had been in the hands of Germany, Mr. Larsen said that he thought the end of the war was not yet quite near enough to warrant the going into details on any of these schemes. Mr. Larsen and Mr. Klavnes returned to Norway to-day, when they will lay the proposals of the British Government before Norwegian owners. Of the general acceptance of these propositions they feel quite certain. Mr. Fearnley is still remaining in London for a few days.

The State as Shipowners.

A sub-committee of the Canadian Privy Council is now (says the Toronto correspondent of the Times) investigating the whole question of shipbuilding and the Canadian mercantile marine. It is improbable that resort will be had here to bond guarantees to establish or develop a shipbuilding industry. It is possible, however, that subsidies will be granted to equal the difference in cost between construction in Great Britain and in Canada. There is a strong probability that any scheme formulated will include the extension of Government freight-carrying services from Halifax to Liverpool in conjunction with the Government-owned land services by inter-colonial and national transcontinental railways.

Coal and Shipping Combinations.

Cardiff, July 1.—Notwithstanding that the Stock Exchange was closed to-day, considerable excitement prevailed outside on various rumours in connection with impending amalgamations of colliery and shipping interests. There was a strong buying movement, in which Consolidated Cambrian Collieries figured most prominently. A very large number of deals were reported to have been transferred in the ordinary shares at from 37s to 40s, a rise of from 3s to 6s since Tuesday last.

London, July 1.—It was reported in investing circles this morning that a combination of colliery and shipping interests is about to be formed, the rumours connecting well-known liner companies and South Wales colliery undertakings. During the past three days heavy purchases of Consolidated Cambrian ordinary shares have been made by London interests upon a rising market, but reliable particulars were most difficult to secure. It is rumoured, however, that the project is in a chrysalis stage, but embraces a combination of shipping, colliery, and coal bunkering depots which would effectually counteract the intense competition of foreign-owned vessels, which seems likely to prove a feature when normal conditions are restored. It is further reported that it is not unlikely that French capital will be interested.

The High-Powered Motor Yacht.

There appears to be quite a boom in America in the building of high-powered fast seagoing motor yachts. Of late quite a number of wealthy American owners have placed orders for light displacement vessels of 45 feet to 70 feet in length yachts suitable, if necessary, for patrol duty. In most cases Sterling engines are installed, and of the petrol class. As an example a 60 feet express cruiser, built recently by a New York owner for patrol duty, was fitted with two 200 b.h.p. Sterling petrol motors developing their power at 1,500 r.p.m. The vessel was of 11.6 feet beam by 3 feet draft, and was designed for a speed of 23 knots. Similar craft of this type again built in the United States, vessels of 45 feet in length by 10 feet beam, are being fitted with twin-screw machinery of 200 to 250 b.h.p. It is seldom indeed that we see in this country petrol-driven motor yachts. It is only in the smallest of launches that the engine using spirit is employed. At the price of petrol to-day we can well imagine the cost it would be to a British owner to run a sea-going high-speed yacht fitted with machinery of 400 b.h.p. The installation which commands the favour for British motor yachtsmen consumes paraffin, a fuel, which nowadays is even quite expensive enough. In the bigger class of power yacht working home waters more than often it is the hot bulb or low compression installation that is fitted, while in the ocean-going yacht, vessels in which machinery of over 230 b.h.p. or 300 b.h.p. is installed, the pure Diesel or high compression engine generally commands the field.

Oysters, Fresh, Fried or Stewed
Windsor, Haddock, Kippers etc.
ALEXANDRA CAFE.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.	
Banks	n. \$770
MARINE INSURANCES.	
Cantons	n. \$395
North China	n. 1.155
Unions	n. \$390
Yangtzes	n. \$260 ex 73
FIRE INSURANCES.	
China Fires	b. \$154
H. K. Fires	b. \$585
SHIPPING.	
Douglases	b. \$180
Steamboats	b. \$2214
Indos (Def.)	b. \$192
Indos (Pref.)	b. \$48
Shells	n. 109/-
Ferries	n. \$25

REFINERIES.

Sugars	n. \$115
Malabons	n. \$40

MINING.

Kailans	n. 31/-
Langkats	n. 1.264
Raubs	n. \$2.50
Tronohs	n. 30/-
Urals	n. 34/-

DOCKS, WHARVES, GODOWNS, &C.

H. K. Wharves	b. \$824
Kowloon Docks	b. \$127
Shai Docks	n. 1.081
H'kew Wharves n.	1.88

LANDS, HOTELS AND BUILDINGS.

Centrals	b. \$98
H. K. Hotels	n. \$118
Land Invest.	n. \$100
H'phreys Est.	n. \$6.75
K'loon Lands	n. \$38
Shai Lands	n. 1.95
West Points	n. \$88

COTTON MILLS.

Ewos	b. \$140
Kung Yiks	b. 1.131
Shai Cottons	b. 1.934
Yangtzepons	b. 1.5

MISCELLANEOUS.

Borneos	n. \$8.60
China Light & P. b.	\$4.60
Providents	sa. \$8.70
Dairy Farms	n. \$401
Green Islands	n. \$6.70
H. K. Electric b.	\$504
H. K. Ice Co., n.	\$160
Ropes	sa. \$341
Trams, Low Levels.	\$7.00
Trams, Peak, old b.	\$9.90
Trams, Peak, new b.	cents 80
Laundries	sa. \$34
U. Waterboats b.	\$1512
Watsons	b. \$612
Wm. Powells b.	\$6.85
Morning Posts b.	\$29

CORRECTED TO MON TUESDAY

AUGUST 8, 1916.

BENJAMIN & POTTS.

Share and General Brokers.

Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

T/T	2/1 1/4
Demand	2/1 5/16
30 d/s	2/1 3/8
60 d/s	2/1 1/2
4 m/s	2/1 9/16
T/T Shanghai	72
T/T Singapore	89 3/4
T/T Japan	99 1/4
T/T India	157
Demand, India	157 1/4
T/T San Francisco	50
do & New York	50
T/T Java	121 3/8
T/T Marks	Nom.
T/T France	2.96 1/4
Demand, Paris	2.97

BUYING.

4 m/s. LC	3/1 1/16
4 m/s. D/E	2/2 3/16
30 d/s. LC	2/3 5/16
60 d/s. Sydney & 1	2/3 5/16
do Melbourne	51 1/4
30 d/s. San Francisco	51 1/4
do & New York	Nom.
4 m/s. Marks	3.09 1/4
4 m/s. France	3.14 1/4
Demand, Germany	30 1/2
Demand, New York	157 1/4
T/T Bombay	157 1/4
T/T Calcutta	157 1/4
Demand, Calcutta	157 1/4
Demand, Manila	89 1/4
On Haiphong	344 prem.
On Saigon	344 prem.
On Bangkok	73 1/4
Sovereign	9.40 Nom.
Gold Leaf, per oz.	59 90
Bar Silver, per oz.	31.7 1/4

DISCOUNT PER \$100:

Chinese	20 cts. pieces 15 1/4
Chinese	10 " 15 1/4
Hongkong 20 cts. pieces	14 1/4
Hongkong 10 " "	14 1/4

BANKS.

BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

LOOK POON SHAN, Chief Manager.

NOTICES.

PEAK TRAMWAY CO LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 AM to 1.00 PM. Every 15 Min.

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GEO. P. LAMMERT.
AUCTIONEER, SHARE & GENERAL BROKER.

THE Undersigned has received instructions from the Liquidators of CHS. J. GAUPP & CO. to sell by Public Auction

SATURDAY, & MONDAY, the 12th & 14th August, 1916, commencing each day at 10.30 a.m. on their Premises, Alexandra Buildings, Chester Road.

Valuable Stock in Trade comprising—
Gold and Gem Jewellery: English, American and Swiss 18ct. and 14ct. Watches; Silver and Nickel Watches; Diamonds; Pearls; Marine Chronometers; Liquid Steering Compasses; Log Rotators; Sinks; Thomson Compass Cards; Board of Trade and Standard Mercurial Barometers; Megaphones; Anemometers; T. Squares; Set Squares; Curves; Microscope; Thermometers; Spirit Levels; Surveying Chains and Arrows; Admiralty Charts; Nautical Books; Optical Sundries, &c., &c., &c.
(Full Particulars from Catalogue.)

On view from 10th August. Terms—Cash.
Messrs. HUGHES & HOUGH, Auctioneers.
Hongkong, 5th August, 1916.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 10th August, 1916.
A Quantity of Valuable Household Furniture,

commencing at 2.30 p.m. at his Sales Rooms, Duddell Street, comprising—
Tapestry covered couch and chairs, blackwood flower stands, teak writing table and bookcase, overmantels, occasional tables, brass mounted fenders, pictures, engravings, vases, carpets, rug, etc., etc.

Teak dining tables and chairs, teak sideboards and dinner waggons, ice chest, dinner services, leather covered chairs, electric tables, ware, cutlery, E. P. and glass ware, etc., etc.

Single & double brass mounted iron bedsteads, teak double and single wardrobes with bevelled glass doors, teak dressing tables, marble top washstands, chest-of-drawers, toilet crockery, etc., etc.
1 Cottage piano by "Weidenlauffer."

1 Geyser (new),
1 Underwood typewriter (in good condition).
On view from Wednesday the 9th inst.

Catalogue will be issued. Terms—Cash on delivery.
GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 10th August, 1916, commencing at 11 a.m. at the Hongkong & Kowloon Wharf & Godown Co.'s Godown.

or s.s. "CHIYO MARU"
A Quantity of Copper, Brass & Iron Pipes, Fittings, etc., etc.

Also
3 Bronze Propellers.
On view now.
Terms—Cash on delivery.
GEO. P. LAMMERT, Auctioneer.

CONSIGNEES.

"BEN" LINE OF STEAMERS
NOTICE TO CONSIGNEES.
THE Steamship

"BENDORAN,"
From MIDDLEBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th August, 1916.

PUBLIC AUCTION.

By direction of the Liquidators of the Deutsche Asiatische Bank, **Messrs. HUGHES & HOUGH** will sell by Public Auction,

ON FRIDAY,

the 11th day of August, 1916, at 3 p.m. within the Building No. 7 Queen's Road Central, Victoria, Hongkong formerly the premises of The Deutsche Asiatische Bank, The Valuable Office Furniture, Electric Fittings, etc., etc., contained on the Ground Floor and Basement, of the said premises.

As follows:—
Four Large Fire Proof Safes, Combination Cabinet Safe, Large and Small Desks, Bookcases, Teakwood Seats and Stools, Leather-covered Upholstered Desk and Armchairs, Sofas and Settees, 2 Clocks, Typewriters, Duplicators, Copying Press, Filing Cabinets, Book Wagon, etc., etc., Ceiling Fans, Electric Brackets, very powerful Electric Ceiling Lights, Reading and Desk Lamps, etc., etc.
(Full Particulars from Catalogue.)
On view from Friday, 4th August until day of sale.

Terms—Cash.
JOHNSON, STOKES & MASTER, Solicitors,
for the Liquidators of the Deutsche Asiatische Bank.
HUGHES & HOUGH, Auctioneers.
Hongkong, 2nd August, 1916.

NOTICES.

THE HUMPHREY BISHOP COMPANY.

(Assisted by Mr. DENMAN FULLER).

A GRAND CONCERT

will be given in the BALL ROOM, GOVERNMENT HOUSE, on the night of the arrival of s.s. "Novara," due on

THURSDAY, 10th AUGUST, AT 9.30 P.M.

A portion of net proceeds will be given to the local War Charities Fund.

Booking at MOUJRIE'S. Seats \$2.50 Each.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on **SATURDAY the 12th August, 1916,** at noon for the purpose of receiving a statement of accounts of the Company, to 30th June, 1916, with the Report of the Directors and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from 4th to 12th August, 1916, both days inclusive.

By order of the Board.
J. H. TAGGART, Acting Secretary.

Hongkong, 1st August, 1916.

EUROPEAN QUALIFIED MIDWIFE.

MADAME ANTONESCU, Diplomee, (Accouchesse), will attend Ladies in their own homes. Take entire charge or visit daily from August 1, 1916. Terms moderate. For full particulars apply—5, PEDDER'S HILL. TELEPHONE NO. 1177.

TSANG FOOK.

PIANOS & ORGANS REPAIRED, TUNED & REGULATED. CASES RE-POLISHED. WORK A FINISH GUARANTEED. LOWEST CHARGES. C. B. SISTER. WITH BEST WORKMANSHIP. ESTIMATES GIVEN ON REQUEST.

LONDON DIRECTORY

(Published Annually.)
Enables traders throughout the World to communicate direct with English

MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London & its suburbs, the directory contains lists of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES arranged under the ports to which they sail, and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns & industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers seeking Agencies can advertise their trade cards for 2d. or larger advertisements from 5s.

THE LONDON DIRECTORY CO., LTD.
25 Abchurch Lane, London E.C. 4.

POST OFFICE.

The Mail Service by rail to Canton is suspended until further notice.

On and after the 10th August the Private Boxholders' door will be closed between the hours of 9.30 p.m. and 6 a.m.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

Ships in communication with Cape D'Agulhar Radio Telegraph Station:—
ATREUS, HOWICK CASTLE, MYASAKI MARU.

MAILS DUE.

Shanghai—Per NOVARA, 10th Aug.
Europe (via Negapatam)—Per ARMAND BEHIC, 11th Aug.

MAILS CLOSE TO-DAY.

Neihaiwei & Tientsin—Per CHIH LI, 8th Aug. 5 p.m.

TO-MORROW.

Fort Bayard & Haiphong—Per HANOL, 9th Aug. 9 p.m.

Shanghai, N. China, Japan via Nagasaki, Victoria, Vancouver, United States, South America, & United Kingdom via Canada (Europe via Siberia)—Per EM. PRESS OF ASIA, 9th Aug. Registration 9.45 a.m. Letters 10.30 a.m.

(Shanghai Ch. P.O. Saturday, 12th Aug.)
Formosa via Keelung, Japan via Yokohama & Seattle—Per TAI THYBIUS, 9th Aug. 11 a.m.

THURSDAY, 10th August.

Japan via Moji—Per RIOJUN M., 10th Aug. 11 a.m.

Shanghai & N. China, (Europe via Siberia)—Per HANTUNG, 10th Aug. Registration 2.15 p.m. Letters 3 p.m.

(Shanghai Ch. P.O. Monday, 14th Aug.)

FRIDAY, 11th August.

Haiphong—Per KAIFONG, 11th Aug. 9 a.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt & Europe. The parcel mail will be closed on Thursday, 10th Aug. at 5 p.m.

Per NOVARA, 11th Aug. Registration 1.15 a.m. Letters 11 a.m.

Swatow, Amoy & Foochow—Per HAI CHING, 11th Aug. 1.30 p.m.

Japan via Nagasaki—Per TANGO M., 11th Aug. 3 p.m.

SATURDAY, 12th August.

Shanghai & N. China—Per YINGCHOW, 12th Aug. 5 p.m.

TUESDAY, 15th August.

Philippine Is., Australia, Tasmania, New Zealand & New Guinea, via Thursday Is.—Per AKI MARU, 15th Aug. Registration 9.15 a.m. Letters 10 a.m.

Philippine Is., Australia, Tasmania, New Zealand, via Darwin & New Guinea via Thursday Is.—Per TAIYUAN, 15th Aug. Registration 10.15 a.m. Letters 11 a.m.

Swatow, Amoy & Foochow—Per HAITAN, 15th Aug. 1.30 p.m.

Philippine Is.—Per TAMING, 15th Aug. 3 p.m.

PASSENGERS ARRIVED.

Per s.s. LOONGSANG, from Manila, on 8th Aug.
Louis Mrs.

Per s.s. POLYNESIAN, from Japan, on 8th Aug.
Carrion-Fernandez, Hopwah Mrs. Fogelman, Raymond Rev. Fr. Hojwah Mrs.

Printed and published for the Proprietor, by George William Ode Barnett at 11, Ice House Street, in the City of Victoria, Hong Kong.

WEATHER REPORT.

On the 8th at 11.35—No returns from Japan or N.E. China.

Observations to hand show very little change since yesterday.

A depression still lies over China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.84 inch. Total since January 1st, 64.61 inches, against an average of 55.59 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock... S.W. winds, moderate, fine.

2 Formosa Channel... The same as No. 1.

3 South coast of China between H.K. and Lanchow... The same as No. 1.

4 South coast of China between H.K. and Hainan... The same as No. 1.

China Coast Meteorological Register. 8th August, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Direction. Force. Weather.

Vostock 6a 29.60 77 100 0 of

Measuro 5a 29.59 78 93 1 b

Hakodate 29.58 79 88 2 b

Tokio 29.57 84 95 1 b

Nagasaki 29.56 85 92 1 b

Kobe 29.55 85 92 1 b

Shanghai 29.54 85 92 1 b

Amoy 29.53 85 92 1 b

Swatow 29.52 85 92 1 b

Taihou 29.51 85 92 1 b

Taihu 29.50 85 92 1 b

Taiwan 29.49 85 92 1 b

Taipei 29.48 85 92 1 b

Taipei 29.47 85 92 1 b

Taipei 29.46 85 92 1 b

Taipei 29.45 85 92 1 b

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Taipei 29.29 85 92 1 b

Taipei 29.28 85 92 1 b

Taipei 29.27 85 92 1 b

Taipei 29.26 85 92 1 b

SHIPPING NEWS.**ARRIVED.**

Chungking, Br. s.s. 1914, Matlock, 7th Aug.—Sourabaya, 29th July, 8am.—J. M. & Co.

Agapenor, Br. s.s. 4209, Tilosion, 8th Aug.—Singapore, 3rd Aug.—Gen.—B. & S.

Kailong, Br. s.s. 287, Evans, 8th Aug.—Haiphong, 4th Aug.—Gen.—B. & S.

Loongsang, Br. s.s. Knight, 8th Aug.—Manila, 5th Aug.—Gen.—J. M. & Co.

Polynesian, Fr. s.s. 3350, Mouret, 8th Aug.—Shanghai, 5th Aug.—Gen.—M. M. Co.

DEPARTED.

Aug. 5.

Kanchow for Benik & via Swatow Wakamatsu M. for Taiyoh Bandoran for Yokohama via Nagasaki Yuzensan for Manila Anhui for Shanghai Promethon for Saigon via Swatow Hainan for Bangkok via Swatow Lango for Saigon Kailang for Chienwangiao Phenomph for Saigon & Vangro Bay Portugal for K. O. Wan via Macao

Aug. 7.

Tell for Saigon Ceylon M. for Yokohama via Shanghai Howick Hall for Manila Chiyuan for Canton Shantung for Canton Albasia for Chienwangiao Miyasaki M. for Yokohama via Shanghai

CLEARANCES AT THE HARBOUR OFFICE.

Aug. 8.

Lochow for Shanghai Linang for Moji via Shanghai Kailang for Fookchow via Swatow Kailang for Hongkong Kam-kura M. for Seattle via Keelung Chienhua for Manila Hainan for Bangkok Polynesian for Macao via Haiphong Fooksang for Vladivostok via Moji

PASSENGERS DEPARTED.

Per s.s. MIYASAKI MARU, sailed from Hongkong, for Japan, on 8th Aug.

Per s.s. KAMAKURA MARU, sailed from Hongkong, for Seattle, on 8th Aug.

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ENTERTAINMENTS.**VICTORIA THEATRE.**

MONDAY, AUGUST 7, 1916.

A GRAND COMEDY NIGHT, WITH FULL BAND IN ATTENDANCE

TUESDAY, AUGUST 8.

ENGAGEMENT EXTRAORDINARY OF THE TWO FAMOUS AUSTRALIAN ARTISTS

"MABELLE & KITTY"

(THE FASHION BOOK ARTISTS)

WILL PRESENT

"RAGTIME REVELS,"

THE GREAT MIRROR DANCE.

and others.

BOOKING AT ANDERSON MUSIC CO.

BIJOU THEATRE.

Commencing SATURDAY, 5th AUGUST

The sensational drama

"THE DAUGHTER OF THE LIGHTHOUSE"